

Herald Tribune

Published with The New York Times and The Washington Post

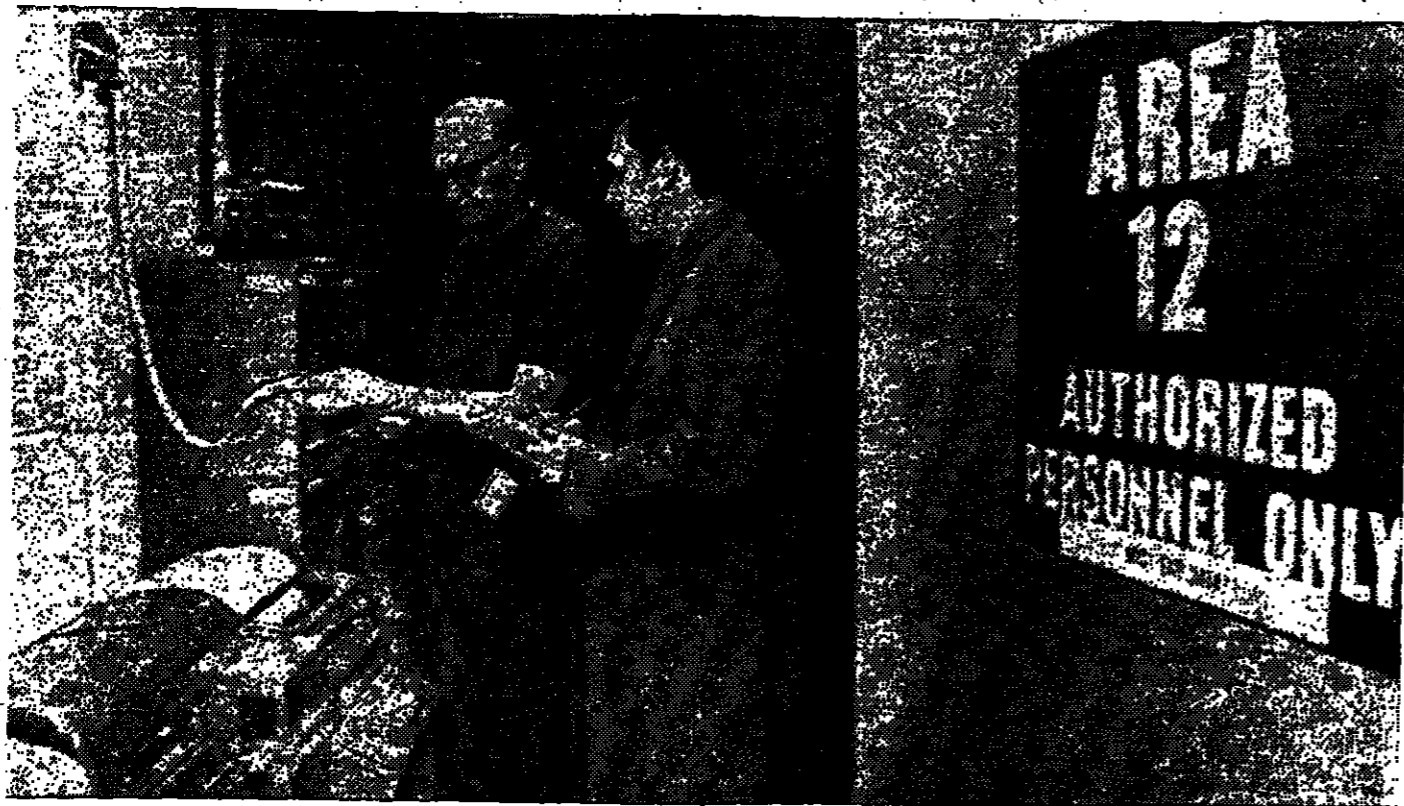
DAILY WEATHER-FORCAST: Variable, Occasional showers...

London 10 P, Paris 10 P, Rome 10 P, Moscow 10 P, Tokyo 10 P...

27,404

PARIS, MONDAY, FEBRUARY 22, 1971

Established 188



BACK ON THE HOOK—Louis Smoyer (left), chief of the national warning center deep inside a Colorado mountain, shows a newsmen the emergency warning tape that was erroneously transmitted to radio and TV stations.

Panic, Confusion Widespread Warning-Center Mixup Gives U.S. False Alert

COLORADO SPRINGS, Feb. 21 (AP)—Scores of radio and television stations in the United States went off the air for up to 15 minutes yesterday after receiving on their news wires an erroneously transmitted presidential proclamation of a "national emergency." The incident generated anxiety and confusion across the country...

A graphic representation of a radio message. It includes a header 'MESSAGE AUTHENTICATOR: HATEFULNESS/HATEFULNESS', a body of text that reads 'THIS IS AN EMERGENCY ACTION NOTIFICATION (EAN) DIRECTED BY THE PRESIDENT...', and a footer 'CANCEL MESSAGE SENT AT 094335Z REPEAT CANCEL MESSAGE SENT AT 094335Z'. There is also a small diagram of a radio wave pattern.

The erroneous alert and its cancellation.

of them, Mrs. Peter Ort, who heard the broadcast on a radio station and was hysterically terrified. "I just knew we were at war," she said.

error was blamed on a technician who used the wrong code during a regularly scheduled test of the nation's defense warning system. The tape used did not indicate that the alert was a test.

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French Airlines Stay Idle and the Costs Are Enormous

PARIS, Feb. 21 (AP)—The unanticipated labor trouble on the part of French airlines will cause cuts in purchasing, and may even curtail the future of the carriers. Airline sources reported that the crisis started Friday with the striking of three-day strike...

Battered Saigon Rangers Pull Back Red Attacks Stall Drive in Laos

SAIGON, Feb. 21 (AP)—Heavy North Vietnamese attacks stalled a South Vietnamese push into Laos for the fourth successive day today, sent one Saigon ranger battalion into retreat with nearly 300 casualties and took another heavy toll of American helicopters.

Cairo Calls It 'Rejection' Israeli Answer Is 'Favorable' To Egyptian Peace-Talk Bid

JERUSALEM, Feb. 21 (UPI)—The Israeli cabinet at its meeting today reacted "favorably" to Egypt's latest proposals and said it is ready to start peace negotiations now.

phenomenon in Egyptian policy. The United States today declined immediate comment on Israel's agreement to enter peace talks with Egypt.

But the statement said, the Egyptian note underlined the wide gap that still exists between Egypt and Israel on questions vital to any peace treaty. It said there are still "concrete differences" and added, "A substantial gap exists on the questions of borders and refugees."

Later, in another broadcast, in English, Mr. Eban stressed that the present phase of the negotiations is only with Egypt, and not with the other Arab states involved in the Middle East conflict.

Jerusalem Goes Ahead With Houses

JERUSALEM, Feb. 21 (AP)—Annoyed over U. S. opposition to controversial Israeli construction in three areas of the Holy City, Jerusalem's municipality today gave the go-ahead to a plan for building 21,000 new dwellings.

Thousands March in London To Oppose Curbs on Unions

LONDON, Feb. 21 (NYT)—Carrying banners and singing "We Shall Not Be Moved," thousands of British workers marched in central London today in a massive demonstration against the Conservative government's labor policies.

U.S. Drops Use of Defoliants To Destroy Crops in Vietnam

SAIGON, Feb. 21 (UPI)—The U.S. Command announced yesterday that the use of defoliants to destroy crops and airbase spray defoliation operations has been suspended on the orders of the U.S. military commander, Gen. Creighton W. Abrams.

Swedish Regime Considers Direct Action to Stop Strike

STOCKHOLM, Feb. 21 (UPI)—Premier Olof Palme's government is considering a direct intervention to halt the government employees strike, which is expected to grow tomorrow when another 2,000 officials walk off their jobs.

Consul Reports Basque Threats

BARCELONA, Feb. 21 (UPI)—The West German honorary consul in San Sebastian said yesterday that threatening letters and phone calls from Basque nationalists who kidnapped him last December were disturbing him and his family.

Turkish Riots 'Rehearsal for A Revolution'

Minister Blames Reds; More Bomb Blasts

ANKARA, Feb. 21 (AP)—Turkey's interior minister has declared that the violence that has crippled Turkish universities is "a rehearsal for Communist revolution."

The minister, Halim Montesoglu, made the remark in a speech on violence during National Assembly debate of his ministry's budget last night.

Tapline Doubles Its Fees to Jordan - To \$8 Million

AMMAN, Feb. 21 (Reuters)—The American-owned Trans-Arabian Pipeline Co. (TAP) is to increase its transit fees paid to Jordan from four to about eight million dollars.

Wilson Says U.K. Faces Recession, Unemployment

LONDON, Feb. 21 (Reuters)—Former Prime Minister Harold Wilson said today that Britain is heading for a serious economic recession in which unemployment will get worse.

Devlin Visits Davis

SAVANNAH, Ga., Feb. 21 (UPI)—Northern Ireland civil rights leader Bernadette Devlin visited jailed black Communist Angela Davis today to show "solidarity with our comrades on the left."

Mideast Semantics Battle Possible On Peace 'Treaty' or 'Agreement'

WASHINGTON, Feb. 21 (NYT)—Authoritative diplomatic sources point out a semantic complexity in the major diplomatic peace initiative that Egypt made to Ambassador Gumar V. Jarring, the United States intermediary, last week.

The sources said Friday that the Egyptian government had pledged its willingness to sign a binding peace agreement with Israel, preferring to use the word "agreement" instead of the word "treaty."

Troop-Guerrilla Clash Delays Arafat in Confronting Critics

DAMASCUS, Feb. 21 (Reuters)—Palestinian commander Yasser Arafat returned here from Jordan tonight and immediately joined a meeting of the Palestine Liberation Organization's central committee which may air criticisms of his policies.

The session was called to discuss the agenda of a national council session opening in Cairo next week.

U.K. Unions Stage London Protest March

Thousands Assail Tory Crackdown

(Continued from Page 1) secondary boycotts and a refusal to bargain seriously.

Vatican Retires Curia Cardinal

VATICAN CITY, Feb. 21 (UPI)—Another Italian cardinal has lost his membership in the central government of the Roman Catholic Church when he turned 80, as part of Pope Paul VI's drive to rejuvenate the church hierarchy.

Spanish Bishops' Conference Rejects Draft of Concordat

MADRID, Feb. 21 (UPI)—Spanish bishops rejected yesterday a draft project proposing a new concordat with the Vatican, Roman Catholic sources said.

Two Philadelphia Policemen Slain

PHILADELPHIA, Feb. 21 (UPI)—A vast manhunt was under way in Philadelphia this morning for the killers of two patrolmen who were shot to death in separate incidents late last night and early this morning.

15-Year Sentence For Drugs in Canada

TORONTO, Feb. 21 (AP)—A 27-year-old chef from Nice, France, was sentenced Friday to 15 years in prison for importing narcotics.

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(Continued from Page 1) secondary boycotts and a refusal to bargain seriously.

Tape Mixup Gives U.S. a False Alert

(Continued from Page 1) people would have checked it (died) right then.

Colombo Warns Washington Against Protectionist Laws

WASHINGTON, Feb. 21 (UPI)—Italy's Premier Emilio Colombo, ending three days of top-level talks here, delivered yesterday a lengthy but firm warning against a new round of economic protectionism.

North Vietnamese Attacks Stall Saigon's Drive in Laos

(Continued from Page 1) shot down during the operation. Some of them were not reported by the U.S. command because they had been recovered.

American Sergeant Directs Defense of Base in Laos

KHE SANH, South Vietnam, Feb. 21 (UPI)—A wounded U.S. Army sergeant is directing the defense of a besieged South Vietnamese ranger base inside Laos.

Tomasini Regrets Slur on Judges

PARIS, Feb. 21 (UPI)—René Tomasini, secretary-general of the Gaullist party, has written a letter to President Georges Pompidou expressing regret at having called the ruling judge "cowardly" in their recent trial.

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Tito Reportedly Seeks Talks on Mideast

CAIRO, Feb. 21 (UPI)—President Tito of Yugoslavia has suggested a meeting of nonaligned countries to study the Middle East situation, the Cairo newspaper Al-Ahram said today.

Weekly Goes Monthly

LONDON, Feb. 21 (AP)—The Illustrated London News announced today it was changing to a monthly publication in May.



CLEANING UP—As calm returned to Reggio Calabria this weekend the big clean-up started. Here policemen unload part of the tons of trash that littered the city.

Reggio Area Still Defies Police Order

Effort to Clear Out Sbarre Again Delayed

REGGIO CALABRIA, Italy, Feb. 21 (AP)—The Sbarre neighborhood continued its revolt: today but opened its barricades to let soccer fans reach a game.

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Thailand's Embassy In Cambodia Bombed

PHNOM PENH, Feb. 21 (Reuters)—A large bomb explosion rocked the Thai Embassy, in central Phnom Penh, yesterday morning.

WEATHER

Table with weather forecasts for various cities including Algarve, Amsterdam, Ankara, Athens, Beirut, Belgrade, Berlin, Budapest, Cairo, Casablanca, Copenhagen, Costa Rica, Dublin, Edinburgh, Florence, Frankfurt, Geneva, Helsinki, Istanbul, Las Palmas, London, Madrid, Manila, Montreal, Moscow, New York, Nice, Oslo, Paris, Prague, Rome, Sofia, Stockholm, Tel Aviv, Tokyo, Vienna, Warsaw, and Zurich.

SALE OF HAUTE COUTURE MODELS WITH LABELS. Includes text about a sale of fashion models and contact information for CABBASA.

Handwritten Arabic text at the bottom of the page.

Key Mouse' Kept in Service

rs Found Too Feathered, e U.S. Navy Belays a Bit

By Everett R. Holmes
DIEGO, Calif., Feb. 21—Senior officers charged with implementing the "new Navy"...

William M. Blair
Alaska's Pipeline

WASHINGTON, Feb. 21 (AP)—The Interior Dept. today told Congress...

statement, made in the presence of the oil industry...

800 Miles to Port
The pipeline would run through the rugged terrain...

cases were sold on land
had selected when it became known...

Refuses
Shut Plants
South Africa
Gen. Erasmus refused to close his...

chairman James Roche told
conference Friday that he...

1610 Inn to Close
MADRID, Feb. 21 (AP)—Madrid's oldest inn, the Posada...

3. Building Isolation Cells
Con Son, 'Tiger Cage' Isle
The Con Son prison has long been the detention center...

U.S. Aide's Abductors
Repeat Ransom Note
NEW YORK, Feb. 21 (AP)—The New York Times said today...

Calley Due to Testify
FT. BENNING, Ga., Feb. 21 (AP)—Lt. William L. Calley Jr....

Stolen Coins Recovered
PARIS, Feb. 21 (Reuters)—Rare coins worth \$60,000 stolen at gunpoint...



HOT TIME IN LONDON—Led by Tommy Cooper (left), Pearly King of St. Pancras, Mrs. Beatrice Marriott, Pearly Queen of London, and Ted Marriott, Pearly King of Lambeth, construction workers took a ceremonial walk across the heated pavement of the New London Bridge Saturday. It will be opened to the public today.

Soviet Buildup Feared

Russian Electronics Shadow U.S. Navy in the Caribbean

By Drew Middleton

GUANTANAMO BAY, Cuba, Feb. 21 (NYT)—Soviet ships have begun electronic shadowing of United States naval vessels engaged in fleet training in the Caribbean...

More at Guantanamo

These ships are in addition to the Soviet naval force that recently arrived at Guantanamo...

Peruvian Brings Joie de Vivre To Paris Metro

PARIS, Feb. 21 (AP)—Subway riding can be fun, if riders would only let down their alienation barriers...

Ex-Governor Indicted On Bribery Charges

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Nature Lovers in U.S. Force Army To Drop Plan to Freeze-Kill Birds

MILAN, Tenn., Feb. 21 (AP)—The U.S. Army is in retreat—put to flight by a bunch of bird lovers who were infuriated by reports that the Army was involved in a plan to massacre millions of blackbirds by freezing them to death...

Three U.S. Cities' Water Is Banned For Trains, Boats

WASHINGTON, Feb. 21 (Reuters)—Water supplied by three American cities has been banned from interstate use by trains or ships because it contains excessive bacteria...

Rostropovich May Tour U.S. In December

NEW YORK, Feb. 21 (NYT)—Mstislav Rostropovich, the Soviet cellist whose concert tour of the United States this spring was cancelled following his defense of the suppressed novelist Alexander Solzhenitsyn, is now scheduled to come here in December...

Scheel, Home from U.S. Trip, Hails Harmony on Policies

BONN, Feb. 21 (UPI)—Foreign Minister Walter Scheel returned from consultations with American leaders today and said it had been a long time since West Germany's policies so closely paralleled those of Washington...

Dr. Goldmann Is Confident On Soviet Jews

ZURICH, Feb. 21 (AP)—Nahum Goldmann, president of the World Jewish Congress, said last night the plight of the 3.5 million Jews in the Soviet Union has been "overvalued and dramatized" during recent months...

3 More Tremors Hit Los Angeles

LOS ANGELES, Feb. 21 (AP)—Three more strong earth tremors shook the Los Angeles basin yesterday. Police said they had no reports of major damage or injury...

3 Slain at Home Of Italian Actress; Watchman Held

ROME, Feb. 21 (Reuters)—Police today held the film star Sylvia Kristel, a night watchman after a triple killing at the actress's luxury home in the Alban Hills...

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ETHIOPIA The detective game. The Land of the Queen of Sheba is rich in history but veiled in mystery. What early people could have built the churches in Lalibela, the castles in Gondar, the obelisks in Axum? While you're guessing, enjoy Ethiopia's beautiful beaches, spectacular scenery, wild game, bargain shopping, modern hotels, Spring-like climate. A unique vacation. See your Travel Agent, or... ETHIOPIAN AIRLINES

FROM ANTWERP BELGIUM the DIAMOND for you. Now buy a Diamond at better than wholesale prices from a first source. International Diamond Sales, diamond house, 51, Boulevard de la Woluwe, Brussels, Belgium. Tel: 3193.04. ALL DIAMONDS ARE GUARANTEED.

TAX-FREE CARS. FOR INQUIRIES ONLY, PLEASE WRITE FOR A 120-PAGE CATALOGUE WITH 18 COLOR PICTURES AND FULL INFORMATION HOW TO PURCHASE TAX-FREE CARS, SEND 1 DOLLAR TO JETCAR FIUMICINO AIRPORT, ROME, ITALY. TEL: 06.71.871 - 06.71.884.

Laos: The End of the Line

The proof of the Laotian "invasion" was always going to be in the results. If it worked as advertised, fine. If not, it would inevitably be on the President's head because, in the finest tradition of this war, he acted on his own, without warning, and with the familiar promises of glittering achievement readily at hand. That said, it needs to be added that there can be no comfort for the war critics in the grim dispatches from southern Laos, or in the word of new threats to the Laotian government in the north, or in the reports of new troubles for South Vietnamese forces in Cambodia. Contrary to the mean-minded assertion of Sen. Dole, the Republican party chairman, very few opponents of the war seriously want the Communists to win. And there would be nothing to be gained, in any case, by putting the administration under pressure to proceed from a failure of its Laotian enterprise to a fresh search for some other quick fix—some new "decisive act" or "bold stroke" or "Dien Bien Phu in reverse"; some illusory paring shot that will insure our safe and orderly disengagement from the war.

That has been our trouble all along: The hard sell which begets the new euphoria of the White House briefers and the Alsop brothers, which is in turn the mother of hysteria among the critics—the talk of Laos as a "burial ground" for Vietnamization and of a sure road to ever-wider war. In the process all distinction is lost between what the President is trying to do and what his critics think will be the consequences of what he does. We can all speculate about the latter. But it is useful, now and again, to recall what the administration has actually done and what it actually says it intends to do. It has cut American casualties drastically, even when allowance is made for the Laotian helicopter losses; it has withdrawn nearly a quarter of a million U.S. troops; it is turning more and more of the fighting over to the South Vietnamese. These are facts, and they are not altered by the possibility of a setback for the South Vietnamese in Laos. What is more, they are facts with a certain momentum of their own which is going to have some bearing on what the administration is actually able to do by way of influencing the outcome of the war.

So we see no reason not to believe that Secretary Rogers means it when he says that President Nixon's policy is "to withdraw troops from Indochina, South Vietnam particularly, in an orderly way, as soon as we can, consistent with the policy of this administration, consistent with the sacrifices that this nation has made over the years, in a way that will not be a total repudiation of all our nation has stood for."

And we see no reason to doubt that Mr. Rogers also means it when he says:

"We are going to continue that policy. We couldn't change that under any conditions. The imperatives are such that we have to continue that program, and we are going to continue it. . . All our planning is based on the withdrawal of our troops. . ."

In fact, President Nixon has been astonishingly consistent about his Vietnam policy. Though he did not, as he would have us believe, invent "Vietnamization" (in November, 1967, Gen. Westmoreland publicly outlined a detailed, four-phase plan under

which the United States would become "progressively superfluous"), Mr. Nixon was advocating that very course in his pitch to Republican convention delegates at Miami Beach in 1968. Since then he has publicly pledged the ultimate withdrawal of all American forces, including air and logistical, subject only to the time it would take to train the South Vietnamese; and he has expressed, also in public, his willingness to accept an outcome which could bring the Communists to power in Vietnam, so long as the South Vietnamese can reasonably be said to have been given a fair opportunity to work out their own destiny.

So we are not among those who think that the President secretly intends to "win," or believes deep down that the North Vietnamese can be bombed into submission, or means to maintain American forces in South Vietnam indefinitely. Our concern, rather, is not so much with the administration's ends as it is with the particular way it goes about achieving them. By this we do not mean the masterplan, although there is ample room for reservations about that. What is disturbing to us is the way this administration calculates the risks. That and the glib assurances; the stubborn refusal to prepare public opinion for the unforeseen consequences; the facile promises to "end the war" and secure a "just peace" when the very best that Vietnamization—or more properly, de-Americanization—can offer is our extrication from Vietnam. "Don't they know we're getting out," Secretary Rogers is said to exclaim in anguished tones to visitors, and our answer would have to be yes—and no. Yes, in the sense that we accept the intent. But no, in the sense that all a bystander can "know" for certain is what has gone before: That every new initiative of ours has been met by some countermove or another on the part of the enemy; that the North Vietnamese have proved themselves almost infinitely resilient and resourceful; that the enemy is in a position to damage our interests in a rich variety of ways for which B-52s are not necessarily an effective remedy—by stepped-up terror, for example, or by merely lying low and buying time, or by a quick grab for all of Laos, or of Cambodia, or by a drive down through the DMZ.

And what if the South Vietnamese expeditionary force is badly chewed up in southern Laos? What are we then to make of the easy talk of turning points and decisive action and all the rest?

This, then, is why one must wish profoundly for success in Laos. But it does not follow that a failure in Laos would oblige us to proceed from the original rationale to new measures—to a new search for a quick fix. Somewhere in between euphoria and hysteria there is a better solution and it will have to begin with a reassessment of the mission—and of the risks. It will have to begin with an insistence—if not by the administration, then by Congress—that there is a limit to our capacity to dictate the destiny of South Vietnam; that there are more risks in reckless advocacy of "incursions" into North Vietnam than there are in proceeding with withdrawal and in winding up our role; that there is no quick fix. That Laos, in short, is the end of the line.

THE WASHINGTON POST.



Arms and the Frenchman

By C. L. Sulzberger

PARIS—A certain American envoy to France, named Benjamin Franklin, used to say honestly was the best policy and this is what the French today assert with respect to their enormous arms trade with the rest of the world, a commerce described by rivals or disappointed clients as "war-mongering" or "outrageous." French arms policy may be cynical but it is not obscured by cant.

Paris, which has now replaced London as No. 3 arms export capital (after Washington and Moscow) contends quite bluntly that it sells weapons on a strictly business-basis in the national interest, is no merchant of death and simply provides what others would provide if the French didn't offer better goods or better terms.

As a consequence of this straightforward approach to a highly charged subject the French brought their total foreign military orders last year to well over \$1 billion. Since January, 1969, sales have been arranged or negotiations begun with no less than 26 countries.

The two most contentious regions involved, politically speaking, are Latin America and South Africa. French arms salesmen, under their director Hughes de L'Estolle, have moved into the Latin American market previously regarded as Washington's exclusive bailiwick, thus clearly reducing dependence on the United States of several nations in the Monroe Doctrine area.

aid three Mirage-III jets to Ecuador. A new contract is being negotiated for 100 Mirage IIIs. The French have sold helicopters and Panhard armored cars (both effective against guerrillas) and are developing their surface-to-surface Cactus guided missile in South Africa with Pretoria paying about three fourths its cost.

Astonishingly, this produces few complaints against Paris from the many black or pro-black African clients of France's armaments industry including Cameroon, Congo, Gabon, Ivory Coast, Kenya, Senegal, Algeria, Libya, Morocco and Tunisia. Indeed, the largest contract yet made by the manufacturers of the Mirage was for the sale of 110 of these remarkable jets to leftist, revolutionary Libya which violently dislikes South Africa.

By outright come-and-get-it arms dealing, a policy which doesn't even pretend to adhere to any limitations equivalent to the moral, political or restrictions of American, Russian or British salesmen, France has accomplished three things it values in the national interest.

It has gained immense prestige for the excellence of its weapons, above all (paradoxically) by Israel's extraordinarily effective use of the Mirages it had bought before the embargo. France, moreover, has balanced its foreign trade, with arms exports comprising 8 percent of all sales and more than a quarter of manufactured equipment shipped abroad. And it has earned enough to pay entirely for the research and development program of the high quality French armaments industry.

Some Clients

Recently agreements have been made or are under negotiation with Argentina, Brazil, Chile, Colombia, Ecuador, Guatemala, Panama, Peru and Venezuela. These mostly involve Mirage jets but some concern Puma Magister trainers, AMX tanks, Alouette helicopters, gunboats and Exocet sea-to-sea missiles. The biggest single accord was arranged last year with Argentina for 106 Mirage Vs.

Effective intrusion into the Latin market has obvious political repercussions because of its heritage of anti-Yankee feeling and also because of the rising tide of revolutions streaming hostility to Washington. The only equally explosive area of French arms penetration is South Africa.

In 1969, Paris sold 43 Mirage-III

Enraged Britain

This unembarrassed export to both sides of the African dispute enrages Britain, which keeps raking dissolution of the Commonwealth by angry black states every time limited military sales to Pretoria are mentioned.

That liberal newspaper, the Guardian, reported recently:

"The extraordinary manner by which France has managed to carry on its arms sales to South Africa without major challenge was never more marked than when President Kaunda visited Paris last autumn after his first angry confrontation with Mr. Heath over the South African arms issue. . ."

"There is little doubt that France stands ready to fill the gap if Britain were after all to decide against an arms deal with South Africa. Nevertheless President Kaunda emerged from his session with Monsieur Pompidou mollified and off the warpath against France."

The only obviously political restriction on French arms salesmen has been vis-a-vis Israel, which bought and paid for 50 Mirage-Vs never licensed for export because of the later embargo on weapons sales to that little country. Aircraft manufacturers ultimately lost little by the boycott since the French Air Force itself has purchased only about 400 of the 1,200 Mirages so far manufactured. The rest have gone to 13 foreign lands.

Letters

Criticism and Dissent

Might I say that the fact that you did not publish my letter of 8th Feb. in which I dared criticize Sen. Fulbright's "notions of patriotism" and Sen. Kennedy's cheap demagoguery fully confirms my fears that the present form of democracy is on the way out and that we face the imminent danger of bloodshed within our own Western walls.

Further confirmation was given me the other day when I observed that, whereas you reject a letter from a former foreign ambassador—however humble his contribution might be—you willingly allot space and publish letters of second secretaries actually serving at your embassies abroad who permit themselves or are permitted to openly attack the FBI and the distinguished American at its head.

JOHN PERANTZES
Ambassador of Greece
(retired).
Geneva.

Miss Devlin

Miss Bernadette Devlin is a British subject. She is at present a guest of the United States. Miss Devlin is a member of the British Parliament. She is at present a guest of the United States. Miss Devlin is in America to raise funds for a project in Northern Ireland. She is at present a guest of the United States. A few days ago, as reported in the IET, Miss Devlin urged American workers to take over the factories in which they work, and American students to take over the universities they attend. She is at present a guest of the United States.

In the IET of Feb. 17, Miss Devlin is reported to advocate the overthrow of the United States Government. She is at present a guest of the United States. Miss Devlin is 23 years old.

The items in the foregoing paragraph are facts. But there arises a question. How, in only 23 years, have Miss Devlin's manners deteriorated so seriously?
WALTER WYANT.
Athens.

Nixon's Asia Policy Study in Contradiction

By James Reston

WASHINGTON—The latest official explanation of the President's Indochina policy is that "he is backing out of the saloon with both guns firing," but there is a catch to this:

He insists that the guys in the white hats keep control of the saloon before he leaves town. He wants a non-Communist bartender, and a non-Communist sheriff, and a secure non-Communist town before he rides away into the sunset of November, 1972. It is a logical personal and political strategy, but in Asia, it is a military and geographical contradiction. Asia is not a frontier town, and the white hats are a very small minority.

Washington is deeply divided about all this, increasingly frustrated and cynical, because the President is emphasizing one thing and doing another. He is emphasizing withdrawal of the American troops to keep the home front quiet, and fighting in Laos to cripple the enemy and keep the Saigon front quiet, and the thing would probably work if the white hats were in the majority in that part of the world or if the President stayed around. It is his withdrawal and his faith in the minority in Saigon that is troubling and dividing Washington. In the short run, the strategy will probably work, but in the long run geography and the majority will probably prevail, and meanwhile, what will justify the bloodshed?

A Choice

It is not possible to understand the President's policy unless a distinction is made between his dual aims of getting out and maintaining a non-Communist regime in Saigon. At some point he has to choose: He can stay in Indochina with his air power and probably prevail for a time against the patient weight of China's 700 million people, or he can withdraw the American expeditionary force, but it is doubtful that he can do both.

Maybe he could do it long enough to hold the line through the Saigon election this autumn and the American presidential election of 1972, but the future order of the world is not going to depend on the reelection of Richard Nixon or Gen. Thieu and Air Vice-Marshal Ky. Either a non-Communist government in Saigon or the Communist interest of the United States or it isn't. If it is, we should stand and fight—not hold Thieu's coat or count on the CIA's mercenary tribal warriors to fight in the hills, or, if cutting the Ho Chi Minh Trail is cutting the enemy's "life line," as Nixon calls it, leave the battle to the South Vietnamese, and abandon them if they are trapped.

This is not to say that the President has a clear intention of making his military strategy fit his political problems in 1972. But he is a deeply political man and always there is a confusion between political interest and the larger realities of world politics. No doubt

Negotiation

There is something, not only logical, but almost diabolical in his present strategy. If, as the President implies, the invasion of Laos is critical and may even be decisive in the war and "what" to force he rides away into the sunset of November, 1972, it is a logical personal and political strategy, but in Asia, it is a military and geographical contradiction. Asia is not a frontier town, and the white hats are a very small minority.

Washington is deeply divided about all this, increasingly frustrated and cynical, because the President is emphasizing one thing and doing another. He is emphasizing withdrawal of the American troops to keep the home front quiet, and fighting in Laos to cripple the enemy and keep the Saigon front quiet, and the thing would probably work if the white hats were in the majority in that part of the world or if the President stayed around. It is his withdrawal and his faith in the minority in Saigon that is troubling and dividing Washington. In the short run, the strategy will probably work, but in the long run geography and the majority will probably prevail, and meanwhile, what will justify the bloodshed?

Contradiction

Nixon presented the Laos adventure last week as if it would settle everything. The North Vietnamese, he said, "have to fight here or give up the struggle to conquer South Vietnam, Cambodia, and give up their influence extending through Southeast Asia." But why do they have to do so? They can withdraw and wait, while Nixon brings the boys back home. They have been fighting the Chinese, the French, the Japanese, and themselves for thousands of years. They can lose and retreat into the jungle and try again after Nixon has kept his promise to withdraw our men. After all, November, 1972, means nothing to them.

It is this contradiction of withdrawing American troops and leaving the battle to the South Vietnamese that is tearing up this capital. This is a political city, and everybody understands the President's dilemma. In fact, most people here understand his political strategy, and agree that he can probably hold the line with air power through the next couple of years.

But all this is a little more complicated than "backing out of the saloon." The hills are full of black hats in that part of the world, and they are still going to be around long after Nixon has retired to San Clemente.

Regaining the Trade Initiative

The Mills bill, the most protectionist trade legislation since the disastrous Smoot-Hawley Act of 1930, was blocked in the last session of Congress by a determined group of liberal traders in the Senate, aided by the Senate logjam resulting from Sen. Long's folly in seeking to couple Social Security liberalization, welfare reform and trade.

Chairman Wilbur Mills of the House Ways and Means Committee has now reintroduced his bill, complete with import quotas on textiles, shoes and—via a trigger mechanism—a long list of other goods.

Aware of European warnings of "inevitable reprisals," Mr. Mills appears to lack ardor for his own measure. And the Nixon administration would prefer less protectionist legislation, although the President is still determined to make good on his commitment to the textile industry to restrict Japanese imports. The White House continues to see the Mills bill as a useful bargaining weapon in its effort—unsuccessful to date—to get the Japanese to accept "voluntary" textile quotas.

It was Mr. Nixon's decision to seek legislated textile quotas that opened the Pandora's box for quota protection for other industries. The White House hopes to avoid a rerun of last year's fiasco by making a deal with Japan that would eliminate compulsory textile quotas from the trade bill. Even

barring that, it hopes through Tariff Commission action to blunt the support of the shoe industry for import quotas.

Whatever the outcome of the moves, it is obvious that the American oil industry intends to cling to its highly restrictive import quotas, the steel industry to its voluntary quotas and the textile industry to its demands for one kind or the other. Other industries are bound to demand similar protection unless the administration makes a real fight for liberal trade policies.

Tired of waiting for the administration to match its actions to its liberal trade rhetoric, three senators—Harris of Oklahoma, Javits of New York and Mondale of Minnesota—are planning to seize the initiative by introducing a trade bill of their own. Their bill would give the President authority to bargain for mutual reduction of both tariff and nontariff barriers; it would increase his ability to retaliate against unfair trade practices by others, and it would aim at building a more effective program of adjustment assistance for firms and workers hurt by rising imports.

Just as foreign governments helped to slow down the drive for American protectionism by threatening retaliation last year, they could now augment the effort for a renewed U.S. liberal trade initiative by showing their readiness to respond in kind.

THE NEW YORK TIMES.

In the International Edition

Seventy-Five Years Ago
February 22, 1896
ROME—The Abyssinian crisis becomes daily more threatening for Italy, nor are its difficulties enhanced by a grave Ministerial situation at home. Dissensions in the Cabinet and outside intrigues make it well nigh impossible for Signor Crispi to weather the storm that threatens to break at the opening of Parliament. Meanwhile, it looks as if the Italian forces were going to be surrounded by hordes of the Menelik. Truly a critical state of affairs.

Fifty Years Ago
February 22, 1921
WASHINGTON—Representative Nicholas Longworth has introduced a Bill for revision of the legislative law which provides a repeal of the excess profits, transportation and soft-drink taxes, and in their stead a flat 15 percent tax on the net income of all corporations. The repeal of these taxes will mean the loss of \$800,000,000 while the corporation tax will yield only \$450,000,000, but the author says that the difference will be made up through tariff increases.

كلدا من الاصل

Cabinet Fired President Pakistan

End of Nation's West Dispute

ALPINDI, Pakistan, Feb. 21 (AP)—President Yahya Khan announced that he was firing his cabinet of ten civil-

servants in a brief announcement said he had made the decision "in view of the political situation in the country."

The news comes ten days before the National Assembly is to convene in Islamabad. The cabinet member is due to convene in Islamabad.

The president had promised to resign in a two-year old military dictatorship if the assembly adopted a constitution that does not tend to further the eastern and western parts of the country.

League Majority

Elections gave Sheikh Mujibur Rahman's Awami League a majority. The league is expected to achieve wide support for East Pakistan.

Zulfikar Ali Bhutto, whose People's party won a major share of the seats in West Pakistan, announced that his 83 members will not go to Dacca because Mujibur refuses to accept any modification of his constitution.

They consider their functions would merely be to rubber-stamp a dictated constitution.

At the end of a weekend conference in Karachi, a People's party spokesman said that if the assembly convenes in their absence they will take action "to be a revolutionary and progressive."

He declined to elaborate. Karachi today, Mr. Bhutto returned to a party conference of 650 members on his talks with President Yahya on Friday.

5-Hour Discussion

Bhutto came for a five-hour discussion at the president's request. The discussions were not to have narrowed the gap between him and Sheikh Mujibur.

Mr. Bhutto and the president had talks with Sheikh Mujibur and minor party leaders. Self-appointed mediators joined the trek to Dacca.

Mujibur has not left the part of the country since the general elections. His public statements, he repeats "the Bengal nation" not "Pakistan."

Buildup Reported

WALPINDI, Feb. 21 (AP)—Pakistan and West Pakistan have been building up forces along the border following the decision of an Indian Airlines jet, hijacked by Kashmiri bandits at Lahore Feb. 2, an Indian military source said today.

There was no official military statement of a buildup. But Mr. Bhutto, chairman of the West Pakistan National Assembly, said Friday troops on both sides of the border are in an "eye-to-eye" position.

He said the United Nations is concerned about the Kashmir cease-fire.

Conferees Reach Pacts on Peace and Food

EVA, Feb. 21 (NYT)—A Nations conference ended a week session today by adopting a three-year agreement to separate the two-year pact on food for the world's poorest.

Both new pacts are to take effect on July 1 in replacement of expiring agreements.

The new wheat agreement falls far short of the earlier accord by falling minimum and maximum.

It keeps the present International Wheat Council as a core forum while leaving the door open for the calling of an international conference whenever an agreement appears possible.

Approval of the wheat pact is possible when the Soviet Union withdraws its opposition to participation of the European Community with the status as a national govern-

Police in Venice Find 15 Stolen Works of Art

ICE, Feb. 21 (AP)—Fifteen paintings valued at \$30 million (lire 600) stolen from the home collector Peggy Guggenheim were recovered by police last

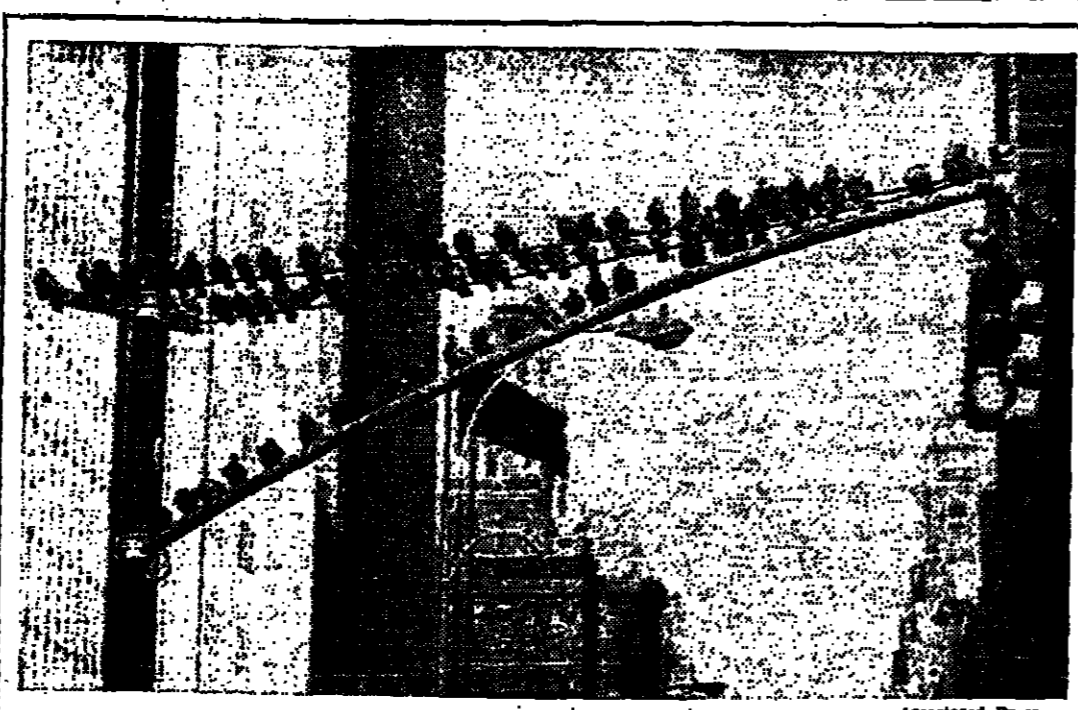
night. The paintings, taken from Miss Guggenheim's house on the Grand Canal Feb. 7, were found hidden in a canvas cover near railroad tracks leading out of Venice.

Represented in the stolen art are De Chirico, Ernst, Picasso, Lissitzky, Malevich, Brauner, Leonor Fini, and Tamar de Lempicka.

Chief Salvatore Barba told ten men found the paintings more than a day ago and took them to the spot to try to capture them, but no thief came.

It was believed four persons were involved in the theft and they have fled to Switzerland.

Guggenheim, 72, appeared in court today. She said she had recovered the paintings but she had no hope of recovering them. "Also I had 13 paintings there were 13 paintings, not 15."



SPLIT-LEVEL HOUSING—The apartment problem being what it is in New York City, even pigeons have to adapt to some form of high-rise housing. Here, the gray-feathered bunch share communal pad on a traffic light hanging over mid-Manhattan.

'Grande Dame' of German Theater Actress Tilla Durieux Is Dead at 90

BERLIN, Feb. 21 (UPI)—Tilla Durieux, 90, Germany's Viennese-born "Grande Dame" of the stage, died today.

Mrs. Durieux, married three times but childless, suffered a broken thigh in a fall Jan. 26, which necessitated surgery. She appeared to have withstood the effects of the operation but a close friend said she had a heart defect which claimed her life.

In December she was presented with the West German Legion of Merit. East Germany made her an honorary member of its German Theater.

In a condolence telegram, West German President Gustav Heinemann described her as "a talented actress and a great lady."

"Everything," West Berlin Mayor Klaus Schuetz declared, "that was developed in the theater in this century, she helped fashion... With her passing, a whole epoch of German and Berlin theater is coming to an end."

Mrs. Durieux began her career in 1901 and two years later rose to stardom as discovery of the legendary Berlin director Max Reinhardt, playing a saucy "Salome."

In 1913, she pioneered the role of Eliza Doolittle in a Berlin presentation of George Bernard Shaw's "Pygmalion."

In 1933 she fled Nazi Germany with her Jewish husband to go into exile in Yugoslavia. In 1935, at the age of 71, she returned to Berlin to begin her career anew.

"Asked why she came back to West Germany," she replied in an interview, "I am an actress not a seamstress."

She had made her living in exile by sewing.

At age 85, she played the starring role of Madame Karma in Andre Roussin's "The Clairvoyant," in which she was onstage for all but a few moments in the five-act, two-act play.

Born Marie Godoffroy on Aug. 18, 1880, the daughter of a professor of chemistry, Mrs. Durieux abandoned parental ambitions for her to become a pianist at age 15 when she saw Sarah Bernhardt perform in Vienna.

She liked to recall fondly a painting of her done by August Renoir in Paris more than a half century ago which now hangs in the New

Hungary Orders Elections, Wider Choice for Voter

VIENNA, Feb. 21 (Reuters)—Hungary will hold general elections in April when a further attempt will be made to introduce more democratic choice of candidates for parliament and local councils.

Hungarian authorities announced today that parliamentary and local council elections will take place on April 25.

Any Hungarian who gains 30 percent of the votes at combination meetings will be able to run for election in opposition to officially sponsored candidates.

Candidates must obtain at least 51 percent of the vote to win. Otherwise, a runoff election will be held later. This system will make it possible for nomination meetings on a neighborhood or factory level to introduce nominees for parliament to oppose official candidates.

Boeing Says SST Meets Noise Rule

WASHINGTON, Feb. 21 (AP)—The Boeing company claimed yesterday to be able to build a supersonic aircraft that will meet the Federal Aviation Administration's 108-decibel noise limit requirement.

H. W. Withington, vice-president and general manager of Boeing's SST division, said the assurance will be extended formally to the Department of Transportation on Friday.

The FAA regulations apply to aircraft models not in operation at the time of its enactment last year. The Boeing 707, Douglas DC-8, and Boeing 747 are above the 108-decibel maximum.

Tear Gas in Zurich

SURICH, Feb. 21 (Reuters)—Police used tear gas and water-hoses here today to disperse several hundred demonstrators protesting the closing of a youth center where authorities alleged drugs had been used.

White-Collar Soviet Jobless Get Insurance

Other Unemployed So Far Don't Have It

By Bernard Gwertzman
MOSCOW, Feb. 21 (NYT)—A Soviet economics journal disclosed yesterday that white-collar workers laid off as part of a nationwide

pairing of administrative staffs have been eligible for nearly a year to receive a form of unemployment insurance while training for new jobs.

According to an article in Voprosy Ekonomiki, the Soviet Council of Ministers issued an unpublished decree last Feb. 27 that provided up to three months' salary for former bureaucrats, who were to receive retraining for jobs in industry.

Until now there had been no way of ensuring a man's income "between jobs," and this made it difficult for enterprises to comply with frequent directives to reduce the size of their staffs.

Under Soviet law, a man could not be fired unless he received a new job. But because the Soviet Union suffers from a shortage of workers in many areas, several economists have argued the need for a new law allowing enterprises to free surplus labor and providing a sort of unemployment insurance in the interim before the worker found a new job.

V. Guseinov and V. Korobagin, in their article in Voprosy Ekonomiki, cited the Council of Ministers' decree as a positive step but noted that it only affects administrative personnel. They recommended adoption of a law passed in Bulgaria in 1967 which permits laid-off workers to receive their full salaries for up to six months if they are undergoing retraining. If not being retrained, a laid-off worker would get his full salary for a month and 50 percent of that sum for each succeeding month until a total of 186 working days was reached.

Vasily F. Garbuzov, the Minister of Finance, in his budget report to the Supreme Soviet, said some 230,000 workers must find other jobs this year, in addition to an unspecified but larger number from the bureaucracy.

The Soviet Union has prided itself on having no unemployment since 1931, and therefore officials have been reluctant to concede there might be reason to have some now.

Moreover, Soviet workers often live in apartment houses erected by their plant and spend their off-hours in factory clubs and rest homes. Being forced to leave the factory would cause severe psychological problems for many, some Soviet specialists have said.

George Lepape

PARIS, Feb. 21 (AP)—French painter Georges Lepape, 83, died Friday. Mr. Lepape, father of painter Claude Lepape, was considered a great portraitist. He also designed theatrical decors and costumes, participated in the decoration of the French luxury liner Normandie, and illustrated works of Colette, Paul Gaudy, Alfred de Musset and Sacha Guitry.

Arthur Skeffington

LONDON, Feb. 21 (AP)—Arthur Skeffington, 61, Socialist who was chairman of Britain's Labor party last year, died Friday after a long illness.

Mr. Skeffington first entered Parliament in the Laborite landslide of 1945. He served as a junior minister in the administration of Harold Wilson which was ousted last June.

Conger Reynolds

LA JOLLA, Calif., Feb. 21 (AP)—Conger Reynolds, 78, founder of the University of Iowa School of Journalism and a retired foreign service officer, died Wednesday.

Mr. Reynolds served in France in World War I as an Army information officer and later became managing editor of the Paris edition of the Chicago Tribune and assistant director of its foreign news service.

From 1922 to 1928, he was in the U.S. consular service as vice-consul in Halifax, Nova Scotia, and Stuttgart, Germany.

Charles A. Berns

PALM SPRINGS, Calif., Feb. 21 (AP)—Charles A. Berns, 69, the son of immigrant parents who rose from a store clerk's job to found the "21" Club restaurant in New York and later the "21"

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Breaking Japanese Tradition

Hirohito Is Said to Schedule Visit to Europe for the Fall

TOKYO, Feb. 21.—Emperor Hirohito is planning a trip to Europe next October. It would be the first time in the claimed 2,000-year history of the imperial line that a reigning monarch has left Japan.

The emperor, who will be 70 on April 29, said last fall that he would like to go overseas again, but few expected him to violate the unwritten law against foreign travel. Because in ancient times emperors occasionally retired and were then free to leave Japan, the news caused some speculation that Hirohito might be preparing to step down after 49 years on the throne.

There is technically no barrier to travel now, however, because a 1964 law authorized Crown Prince Akihito, now 37, to act in his father's absence to approve laws and perform other official functions.

Just 50 years ago, the emperor, as crown prince, made a six-month trip to Europe, visiting Britain, France, Belgium and Italy, after World War I allies of Japan. Empress Nagako, 68, has never been outside her native land.

This year the itinerary would include only Britain, Belgium and West Germany, in a two-week swing.

Possible Itinerary

The Associated Press said the emperor and empress would visit France and the Netherlands also, but on an unofficial basis. The stops in the other countries would be state visits, AP reported.

If the Japanese cabinet would meet Tuesday to make a formal decision, although approval of the trip is considered a foregone conclusion.

West German Ambassador Hans Krapp left Tokyo Friday for home, ostensibly to help arrange the visit by the imperial couple, although neither the German Embassy nor others involved would officially confirm the travel plans.

Foreign Minister Kiichi Aichi refused comment on the story, which first appeared in yesterday's edition of the Asahi Shimbun newspaper here. However, director-general Takashi Usami of the imperial household agency as much as confirmed the trip, although he said it is "not yet at the stage where it can be officially announced."

The effect of such a trip on older Japanese could be compared, perhaps, to American reaction if it were announced that President Nixon would make the next trip to the moon. Until now, it was firmly believed by most that any changes in traditional imperial etiquette would await the reign of

Fond Memories

Hirohito is known to have kept an affectionate memory of his long-ago visit to the outside world, particularly of his stay with the British royal family. Two of his younger generations, Prince Charles and Princess Margaret, visited Japan last year.

He returned to Japan with ideas of reproducing here the more informal life of the constitutional monarchy in Britain, but conservative advisers thrust him firmly behind the "chrysanthemum curtain" as a semi-divine figure to be seen rarely and heard less. He emerged only briefly after World War II when he was "de-godded" by the U.S. occupation and for the first time allowed to mix with ordinary subjects.

In the years since then, the emperor has withdrawn increasingly from all except formal public appearances, devoting himself to his principal hobby—marine biology. The empress is an amateur artist in the classic Japanese style.

Another Politician Is Slain in India; Maoists in Raid

CALCUTTA, Feb. 21 (AP)—More than 50 persons have been taken into custody for interrogation about the fatal stabbing yesterday of Hemanta Basu, 76, leader of the leftist Forward Bloc party and a candidate for West Bengal's assembly. He was the second such candidate murdered in a week.

India's President V. V. Giri strongly condemned the political assassinations. More than 100,000 turned out today to give Mr. Basu a hero's funeral.

In a Calcutta suburb today, Maoist terrorists raided a police camp and escaped with nine rifles and some ammunition, despite a heavy police guard around the camp.

In Siliguri, 300 miles to the north, police said Maoist terrorists were among 33 prisoners who escaped from a jail.

Calcutta itself was quiet today, the first day in weeks in which there have been no political clashes in the city. An estimated 100 persons have been killed in the clashes in this area since Feb. 1.

March 1 is the scheduled date for the beginning of national elections in India.

U.S. Plan to Draft Physicians Reported

WASHINGTON, Feb. 21 (UPI)—For the first time in two years, the Selective Service system will be asked to draft medical doctors and dentists, Defense Department sources report.

The sources said that orders for the draft calls would go out "shortly" but they said that the number of doctors and dentists who would be called had not yet been determined.

Early in 1969, the armed services drafted 246 physicians and ten optometrists. A new draft call was made necessary by a decline in the number of volunteers, the sources said.

Romania Opposes Emigration By Germans, Other Minorities

VIENNA, Feb. 21 (AP)—Romanian President Nicolae Ceausescu has urged the 380,000 ethnic Germans and other minorities living in Romania to reduce their family reunification efforts to a minimum.

His speech suggested that minorities continue to be a problem in Romania.

His speech at a plenary meeting of the "Council of the Working People of German Nationality" held in Bucharest on Friday also indicated that Romania, unlike Poland, would not be willing to reach formal agreement with West Germany or Austria on the reunification of families.

In 1956, the Romanian and the West German Red Cross organizations signed a document pledging

mutual assistance in bringing together families separated during and after World War II.

Pledging equal rights to all minorities, including the Germans, Mr. Ceausescu said that there was no minority problem in Romania.

Justified Cases

"This question [of reunification of families] must not be understood unilaterally . . ." he said. "There were and remain certain justified cases. But if we continue . . . to accept that anyone leaving the country asks also for his family to leave, then we will never come to an end."

"We do not consider this a real problem which deserves much attention," he added.

"Of course, there are isolated cases and we will have to continue to solve them in the spirit of humanitarian characteristic of our society," he said.

According to Western estimates, of the original 84,000 ethnic Germans who asked for permission to leave Romania for family reasons, less than one-third were able to emigrate to West Germany or Austria.

Many of about 80,000 German-speaking Romanians taken to Russia after World War II and many of those who served in the German Army during the war wound up in the West.

5th Local Leader Fired by Gierk

WARSAW, Feb. 21 (NYT)—Poland's new leaders continued their purge of provincial party chiefs today by replacing the Wroslaw party chairman with one of his deputies.

It was the fifth such change in the past week and the ninth since Edward Gierk replaced Wladyslaw Gomulka as Communist party leader after a week of riots in December.

Mr. Gierk and other Politburo members have been touring the provinces for more than a week in what a Warsaw radio commentator said was "an avalanche of activity" prior to the establishment of new policies.

Injured Man Safe After 8 Days on Antarctic Glacier

MELBOURNE, Feb. 21 (Reuters)—Australian engineer Ian Holmes was rescued today after spending eight days alone with a broken leg in a tent on a snow-swept glacier on remote Heard Island in the Antarctic.

A Danish-owned supply ship, the Nella Dan, made a 900-mile mercy dash through heavy seas from Australia's Mawson base on the Antarctic continent to get to him. He was plucked off the glacier by a helicopter from the ship.

A radio report from the Nella Dan tonight said that Mr. Holmes, 24, of Melbourne, was in good condition after his ordeal. His leg had been set and he was comfortable and cheerful.

Mr. Holmes broke his leg while traversing Godley glacier on the island with two other Australians, Dr. G.M. Budd and I.C. Dillon. Dr. Budd set the leg and Mr. Holmes was left without a radio but with a stove and enough food for two weeks while his two companions trekked 40 miles back to their base camp to summon help.

The three were among five Australians taking part in a French expedition to the island, which was transferred from Britain to Australia in December, 1947.

PARIS AMUSEMENTS

Théâtre des Champs-Élysées, Wednesday, March 3, at 8 p.m. (Vendredi-O.L.L.)
O.R.T.F. NATIONAL ORCHESTRA
Conductor: Fritz Solist: Gundula
RIEGER JANOWITZ
Edition: E. Strauss, Bruckner (G.A. Dandele)

WORLD FAMOUS LIDO

Rightly at 11 p.m. and 12.15 a.m.
Two different shows
Grand Prix
MINIMUM PER PERSON
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Von Braun Charts Future of U.S. Space Program on Earth

By Johannes K. Engel

ENGEL: Dr. Von Braun, for the past 20 years you have seen space travel as the "great hope for humanity." You had hoped that embarking on the planetary trail would lead to a "technical conquest of the urge to make war" and bring "a new cosmic conscience" to mankind. Yet, as we enter the 70s, it seems that mankind is more preoccupied with the pollution of its environment than the conquest of space. NASA is facing drastic cuts, a curtailment of its program, and is having to dismise people. Do you see your hopes dashed?

VON BRAUN: One can't think in terms of cost effectiveness convinced that space travel will pay off on all its promises, even if these are momentarily overshadowed by other problems. From the outset, when the Apollo program was launched, it was clear that President Kennedy's pledge to the American people and the world was strictly limited to putting an American on the moon in the 60s. There was no suggestion of any sort of a follow-up program, and yet we are overwhelmingly occupied by just such programs. President Nixon himself spelled out our targets for the period following the first moon landing: More lunar missions using the remaining Apollo launches, then building a space station for parking in an earth orbit. He also said that we shall be expected to continue exploring the planets and to make space travel serve more immediate terrestrial interests. There are very specific plans. But only a part of this long-term planning has been officially approved in the sense that we can actually count on the necessary funds. One of the tasks President Nixon has set for us is this: Make space travel more economical. Right now it is a fact that many of the useful "spinoffs" space exploration holds in store for the man in the street or science in general is just not "on" as a commercial proposition because of the high cost of space technology.

Cost Effectiveness

ENGEL: Would you say that the decision that sparked the Apollo program was politically justified but not necessarily sound from the point of view of cost effectiveness?

VON BRAUN: One can't think in terms of cost effectiveness for major projects such as this.

ENGEL: But do you think it was justified to stake \$21 billion and a half-million men on the Apollo project?

VON BRAUN: May I put this into a different perspective and answer your question like this: I am absolutely convinced, and we can document this, that by spending those \$21 billion the U.S. became richer, not poorer.

ENGEL: You mean its effect on technology?

VON BRAUN: Yes. By virtue of the Apollo program both science and technology have been benefited. A number of new capabilities were developed that did not previously exist, and many of these have percolated back into and for the benefit of industry.

Remember this: Not a penny of this money was "spent" on the moon. It went to American factories, American universities, into the mainstream of American life in salaries, wages, to department stores, for food, automobiles. And the American economy has learned that America needs programs of this order to trigger the focusing effect that is needed today to provide the boost to technology and science.

Even the average American taxpayer sees more in the Apollo program than just lunar rock, and he knows exactly what it has done for the economy. One example. Since the Apollo program was launched, the American computer industry, which then had a turnover of some \$1 billion, has expanded into an \$8 billion industry. Virtually every single "real time, on-line" high-speed computer is American made. The entire technology is again a direct spinoff of the space program.

ENGEL: Doesn't all this add up to a switch in priorities, even within the space program itself?

VON BRAUN: I don't think it is correct to call this a switch in priorities. For whatever the space program has done and is doing for science is simply an unplanned spinoff. Here I must point out one thing—History has proved that one cannot go about programming scientific and technological breakthroughs by setting out to make better pots and pans or better cars or adding machines. The best way to open up new avenues and opportunities is to come up with exotic challenges, then present them to industry. I'm not saying that the breakthroughs we negotiated could only have stemmed from the challenge to put a man on the moon. Perhaps, had we been presented with the thought back in 1961 to produce a reusable space transporter, we might have accomplished something of the same order.

Terrific Impact

But I don't believe that the concept of a reusable space transporter would have fired the imagination of mankind as did the prospect of landing on the moon. The pictures of the earth the astronauts took and brought back from the moon made a terrific impact, even on our ecologists. Why? Because for the first time they saw the earth as a tiny planet, with limited resources, with its "thin-as-breath" atmosphere, its utter vulnerability to misuse.

ENGEL: In the wake of the moon landing of Apollo-11 we have the inevitable anti-climax. Interest is flagging. The funding is being cut. How do you explain the slackening interest and response to the space program?

VON BRAUN: Human progress always comes in waves. Look back in history; every other generation was clean-shaven, then the next two were bearded. There were always generations who concentrated on materialistic things; then there were others who preferred to beautify. I personally find it most encouraging to see the dedication of our young adults to combating environmental pollution. Alas, industry, and I mean industry everywhere, has perpetrated a pretty foul thing with its pollution of rivers and the very atmosphere we breathe.

I feel that the space program can make a very active contribution. We are already using satellites to survey the sites and sources of pollution. Where do the rivers and seas become polluted, where do the principal polluting agents get into the rivers and seas?

ENGEL: A new role for satellites? To act as spies in the skies, policing the heavens to help prosecute environmental delinquents?

VON BRAUN: Why not? But with the proviso that the basic targets of the space program are not sacrificed. That application is only one way satellites can be put to work for mankind.

ENGEL: It's still a far cry from what you preached two decades ago—that once a moon landing was accomplished, the next step was to land on Mars.

VON BRAUN: Do not think that this original program, to head for Mars, has been dropped. It will be carried out in due course. But we must not overlook the fact that human needs and priorities also move in cycles. Projects such as a manned landing on Mars will have to take their turn. And what if no one makes a manned landing on Mars during the next generation? Mars is there to stay, it won't run away.

So we may spend the next decade applying all that we have learned in space to make a real bread and butter contribution on earth. The new resulting spinoff, a reverse spinoff this time, by way of new funds, would in turn be re-injected into the space program to generate new projects.

ENGEL: You still believe that perhaps in ten years we will be building on the moon, as you once predicted?

Permanent Moon Stations

VON BRAUN: Yes, yes, I am convinced that by the year 2000 we shall have permanent research stations on the moon.

ENGEL: How long do you think it will take for space travel to become self-supporting?

VON BRAUN: I think that in 20 years we shall have reached the point where space travel will earn more than it is costing. The principal problem then will be to see that the profits derived from the bread and butter business that the space program will have generated are indeed plowed back into the research and development coffers of space divisions not yet able to operate profitably.

Weather satellites are already doing a splendid job and there's a stable program in the mill for working up a really reliable, long-range forecast system, covering about 14 days and providing a global service. But the most important satellites for world economy will probably be the so-called resource supply satellites.

These can provide at-a-glance surveys and observation reports on the world's entire area under cultivation. With multi-spectral measuring instruments they can, for example, differentiate between a crop of rice and wheat, or cotton and rice. And this data will include information as to the quality of the crop, even the potential yield.

I am sure that by the year 2000 people will wonder how we ever managed without communications satellites.

THE AMERICAN space program is going to have to start paying its own way before the United States can put a man on Mars, in the opinion of Dr. Werner von Braun, deputy associate administrator of the National Aeronautics and Space Administration.

In a recent interview with Johannes K. Engel, editor of Der Spiegel, the West German news magazine, Mr. von Braun predicts that it will take 20 years before economic space travel can be achieved. In the meantime, he says, NASA is going to have to turn from manned exploration of space to exploitation of the data gathered during the \$21 billion Apollo project. This data, he says, will have to be applied to management of earth projects such as cleaning up the environment in order to put the space program on an economic basis and provide funds for additional space exploration.

Here, in a New York Times special feature, are excerpts from the interview.

ENGEL: That may be true for the year 2000. But right now the atmosphere far more reflects an "end of the world" mood. After the mass dismissals and budgetary cuts, people at Cape Kennedy have the feeling that they are working on a project which no longer has a great future.

VON BRAUN: It stands to reason that when you talk to someone here, who works for a firm whose Apollo contract is running out, he will tell you that. But don't forget that the scheduled end of the tremendously successful Apollo program is only a single phase of a very much bigger and long-term project.

ENGEL: But surely, isn't this a terrible waste? Take this quote from the Bulletin of the Atomic Scientist. It says that with the half-million men involved in Apollo, the United States created a technical machine "never before matched in history." Now this force is being split up... the giant machinery itself is disintegrating.

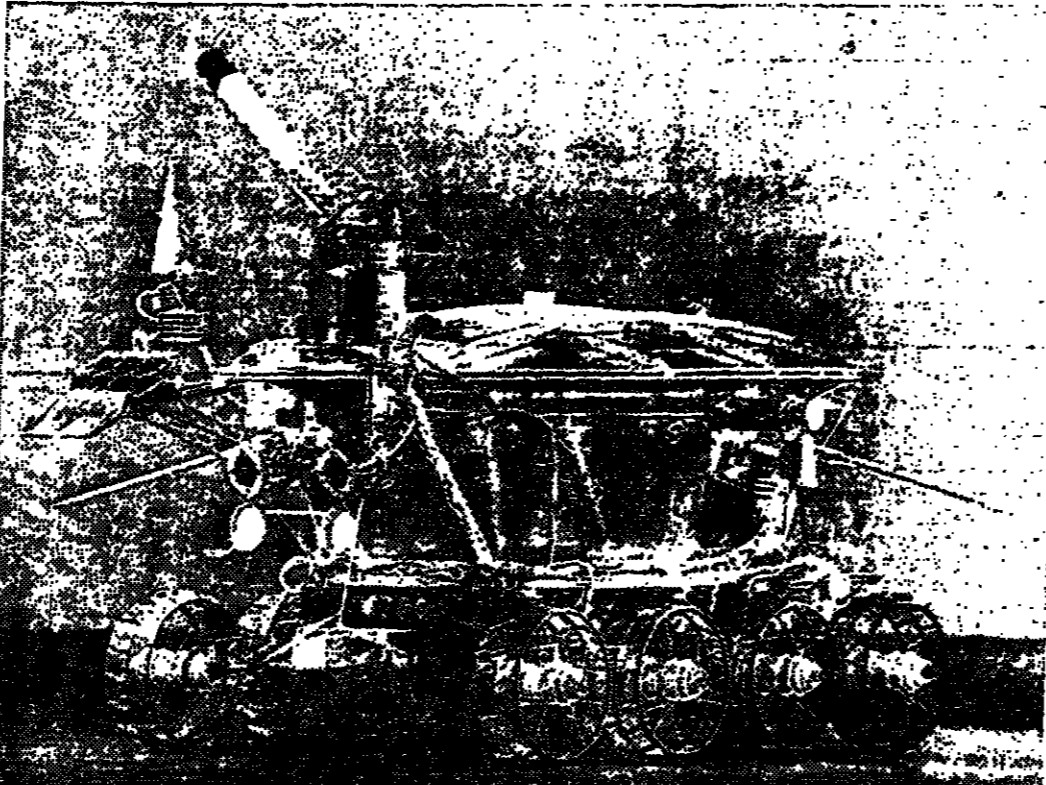
VON BRAUN: "Terrible waste" is right. And it points a finger at the root of the trouble. But it also shows the high price free enterprise has to pay for letting its forces interact freely.

ENGEL: Where everything must follow the bible of marketing...

VON BRAUN: And the laws of the marketplace. Here at NASA we see this every time we compare our program with the Soviets'. Theirs, of course, runs strictly in the grooves of five-year planning.

ENGEL: And?

VON BRAUN: All I can say is that when Uncle Sam splits into his hands and says, "OK, let's get going and put a man on the moon," then the Russians will simply get left behind.



PHOTOGRAPH OF LUNOKHOD, the moon rover, has just been published in Soviet periodicals, together with a report on its construction and performance. Until now, no such detailed photo of the vehicle had been made available. Lunokhod has explored the Sea of Rains since Nov. 17, 1970, when it was deposited on the moon.

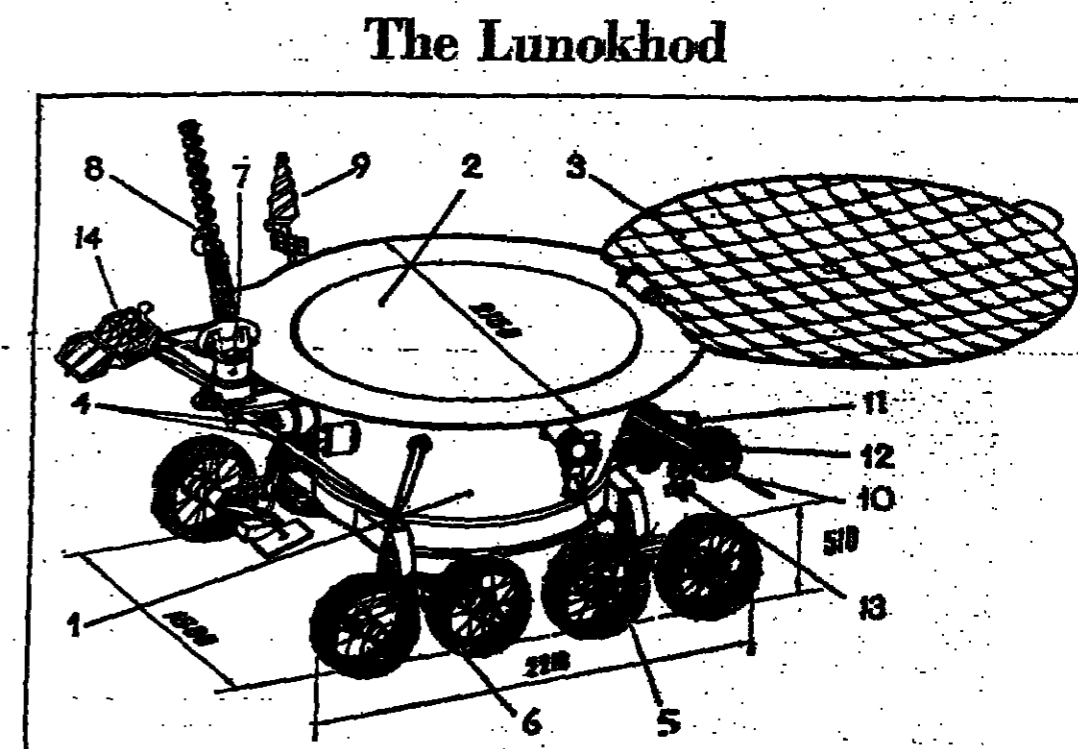


DIAGRAM of the 1,667-pound vehicle gives dimensions in millimeters. Shown are (1) instrument compartment, (2) radiator-cooler, (3) solar battery, (4) TV cameras, (5) scanner camera, (6) wheel assembly, (7) antenna drive, (8) the transmitting antenna, (9) the receiving antenna, (10), a rod antenna, presumably for direction finding, (11) isotope power source, (12) trailer wheel, (13) soil analyzer, (14) laser reflector.



Werner von Braun

Another Challenge

ENGEL: Is it thinkable that another Russian challenge could give the American space program a new boost?

VON BRAUN: The Russian program is most competently executed, very steady, very step-by-step, but not very exciting.

If we were to rest over on our laurels and say we would do no more right now than to keep our rivers free of pollution, we could find ourselves rudely awakened by some sort of a Sputnik shock. Then the tiny pilot flames to which our space effort will be turned down will be opened up to its full extent. Frankly, I think it would do the American taxpayer a world of good if this hot-and-cold routine were balanced out a bit.

ENGEL: Can't this be done by setting up some joint ventures with other countries?

VON BRAUN: We have already invited a number of European countries to come in with us on the space ferry project. Quite a number have already expressed interest—Britain, West Germany and France, for example.

ENGEL: Why should the Europeans chip in money to build a space ferry?

VON BRAUN: Because they realize that a major program, so highly complex as Apollo, is absolutely essential to provide new

exotic challenges for science and technology. They know that stay out of such a program could mean that one day they might find themselves out in the cold, like the German machine industry today, asking why it can't sell anymore.

ENGEL: Now that man has landed on the moon and the Apollo program is drawing to a close, the space program seems to be in a sort of plunge back to earth.

VON BRAUN: I don't think that's a very good phrase. Sounds as if something were about to crash—and then it's over... This is just a transitory phase. Soon we shall have a economic basis for space travel and can use our income to finance our development.

ENGEL: Then right now you feel it more urgent to improve global weather forecasting than to conquer Mars?

VON BRAUN: Yes, I would prefer to shelve a manned expedition to Mars until this economic basis has been achieved and become solid.

ENGEL: So right now it's earth's turn at being the most important planet in the space program?

VON BRAUN: That shall remain forever.

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Brain Signals in Test Foretell Action by Chimpanzee

By Harold M. Schmeck Jr.

WASHINGTON (NYT)—There was a chimpanzee in California with a talent for playing ticktacktoe. Its trainers were delighted with this evidence of learning, but they were even more impressed by something else. They found they could tell from the animal's brain waves whether any particular ticktacktoe move would be right or wrong. It depended on the chimpanzee's state of attention. When the trained animal was properly attentive, he made the right move.

The significant fact was that the scientists were able to recognize that state. By elaborate computer analysis of brain wave signals they were learning to distinguish what might be called "states of mind."

This was far more ambitious than simply detecting gross states of arousal, drowsiness or sleep. It was a new step toward understanding how the brain works.

The chimpanzee, and the research team at the University of California at Los Angeles, have graduated from the ticktacktoe stage now, but the work with brain waves is continuing. It has already revealed some surprising insights to the brain's behavior during space flight. It shows promise of application to social and domestic problems on earth and even to improvements in human learning.

Brain Research Spreads

It is part of the large ferment of modern brain research in progress at laboratories throughout the United States and abroad. Involved are all manner of creatures from men and monkeys to rats and mice, goldfish, distowans and Japanese quail.

The ultimate goal is to understand the human brain—that incredible three-pound package of tissue that can imagine the farthest reaches of the universe and the ultimate core of the atom, but cannot fathom its own functioning. Each research project bites off a little piece of an immense puzzle.

At the Brain Research Institute of the University of California, Los Angeles, one series of projects involves analyzing brain waves with far greater sophistication than doctors use in ordinary diagnostic work.

In the case of the chimpanzee being taught to play ticktacktoe, even the trained eye could see nothing beyond the ordinary in the wavy lines traced on paper to represent electrical waves from an animal's brain. But, through analysis by computer, it was always possible to tell which traces showed that the animal was about to make the right move and which preceded a mistake.

Computer's Role

The correspondence was 100 percent. Dr. W. Ross Adey, head of the Institute's space biology laboratory, said during a recent interview. An important key to the work was the system of computer analysis developed largely by Dr. John Hanley.

The scientists concluded that the computer was able to detect some states of mind reflected in the brain waves. The one that always foreshadowed a correct answer was a state that might be described as trained attentiveness. Without the computer's ability to analyze the huge complexities of the recorded brain waves, the "signatures" of such states could not have been detected.

In related studies, the research team has asked human volunteers a series of questions and has been able to tell, again, through computer analysis of the brain waves—when any given question was stressful or acutely embarrassing to the individual. This too was interesting because it suggested the computer analysis was detecting the signature of a state of mind.

One idea, Dr. Adey said, is to



Mirror image of chimpanzee playing ticktacktoe at UCLA. Computer, connected to brain, analyzes moves.

analyze the brain waves of an auto driver in rush-hour traffic to see how much, and in what particulars, the experience disturbs him. Another prospect is for doing such studies on family members in a home environment in a search for causes of domestic tension.

The idea is simply to link the student to a brain wave recorder and a computer. This equipment would automatically gauge his state of attention and present material to be learned—a vocabulary list for example—only when attention is at a peak.

Electrical Field

A bizarre phenomenon has been demonstrated by research with monkeys in the space biology laboratory. An animal thoroughly trained to estimate short lapses of time, in the range of about five seconds, began to make mistakes under the influence of a weak electric field.

The field was generated at seven cycles a second to match one of the main rhythms of the animal's brain waves. It was presumably too weak to be detected by the animal or to cause nerve cells to discharge—but under its influence, the monkey thought time was passing substantially faster than was really the case.

This could have practical implications. There are many circumstances in which humans are exposed to electrical fields of equal strength. Such fields are sometimes generated by un-

shielded wiring or in the vicinity of powerful equipment.

One of the most puzzling and important characteristics of the human brain is its ability to rearrange reality to suit its own needs and prejudices. Adult given distorting eyeglass lenses that make everything look up or down will learn before long to see everything right-side up even while wearing them.

This tendency of the brain to see the world as it wants it, one of the prime factors in everyday optical illusions. If adult sees what his brain tells him ought to be before him even if the actual scene shows something else. Children often see the illusion as it really is.

Scientists involved in the particular area of research that, too, tells something about the brain and something more important about people.

The adult systematically arranges his view of the world to conform to his experience.

"How he does this is a new physiological mystery that is like to sound," said Dr. Robert B. Livingston of the University of California at San Diego during a recent interview. He is the importance of this as far beyond problems of vision.

If man's physical view of the world is a synthesis based on his own prior experience, it is also evidence that one's mental view—including religion and politics—involves the same process.

How can people of different cultures and different ideologies see eye-to-eye, as Livingston asks, when their eyes literally and figuratively see things differently? He is brain research. In this case, among others, is ultimately important to man's ability to along with the world and with his fellowmen.

كندا من الأصل

Love Restores a Life Crippled by Night of Torture

By Colman McCarthy

WASHINGTON (WP)—What can you say about a 12-year-old girl, hideously deformed, withdrawn in eerie muteness, posed as schizophrenic, the faint child of alcoholic misadventure, who has been in a mental hospital for 18 months? Not much can be said. Battered cases draw words from the mouths of a society. The world has many solvable problems to solve about without taking on sure losers.

tion of the world at 18 months of age in Brooklyn. Before this, her mother and father—a drinker unhappily married to another drinker—regularly beat the child in alcoholic rages. They mauled her with fists and straps, causing welts the size of raisins. The child had no reply from her crib but shrieks and moans.

devoted to child care had room for Laura. The American public is seeing much of Catholic sisters these days, with the FBI tapping their minds and judges jailing them for keeping silent about their pacifism.

Many Catholic sisters, when one gets to know them, say the hardest thing in their lives is keeping alive belief in God; spiritual aridity dries up any feeling of a personal deity. Yet, in many ways, belief in God is often very easy when compared to believing in a human being like Laura, where life is so painfully absent.

After hundreds of hours of social and play therapy, a momentous breakthrough came: the child accepted a candy bar from the psychiatrist. Normal children learn this mechanism—grasping a desirable object—at two or three months. Eased at this progress, and overlooking the quick emotional retreat following it, the doctor invested more and more of his own time and practice.

Another breakthrough came. While the two walked on a street near the home one afternoon, a group of raucous boys on roller skates came blustering by. Laura grabbed at the doctor's hand for protection. Like anyone else, she reacted to fear by reaching out to another person. Laura was not psychotic after all, thought the psychiatrist, who suddenly felt like singing.

And with no language but a cry. Laura left the home and care of Dr. d'Ambrosio at 18, a high school graduate. Her body had recovered and her mind was repaired. She received training as a baby nurse and took a job caring for young children.

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Gallup Poll

Desire for Large Families Reaches 35-Year Low in U.S.

By George Gallup

Director, American Institute of Public Opinion

PRINCETON, N.J., Feb. 21—The percentage of Americans who favor large families has declined dramatically since 1967 and is now at the lowest point in the 35 years that regular surveys on the subject have been conducted.

In the latest survey, conducted in January, only about one adult in four (23 percent) said that the ideal number of children in a family is four or more. The percentage was 40 percent in the fall of 1967, the last time the subject was dealt with in a survey.

The decline since 1967 in the percentage favoring large families has been most pronounced among younger persons and the better educated, groups which traditionally have been most opposed to large families.

Three basic reasons emerge from the survey to explain the decline in interest in large families since 1967: The cost of living (particularly, the cost of education); concern over crowded conditions and overpopulation; and uncertainty of the future.

The previous low point in the percentage of adults favoring four or more children was recorded in the Depression year of 1936: 34 percent. The high point over the 35-year period (49 percent) was recorded in 1945, reflecting the high birth rate of the war years. Following is the trend since 1936:

Ideal Number of Children	1936	1941	1945	1947	1953	1957	1963	1968	1967	1971
4 or More	34%	41	49	47	41	38	45	42	40	23
3	37	38	35	37	38	38	35	35	35	35
2	23	23	16	16	16	16	16	16	16	16
1	14	14	14	14	14	14	14	14	14	14
0	12	12	8	8	8	8	8	8	8	8

The following table shows the change in views between the two latest surveys by key population groups:

Percentage Favoring 4 or More	1971	1967
Ideal Number of Children	23%	40%
NATIONAL	23%	40%
Men	19	34
Women	28	45
21-29 years old	15	34
30-49 years old	24	40
50 and over	27	42
Protestants	22	37
Roman Catholics	23	39
College	14	34
High school	22	40
Grade school	33	44

To obtain the results reported today, personal interviews were conducted on Jan. 9-10 with a total of 1,502 adults in more than 300 localities across the nation.

While a far smaller proportion of Americans today favor large families than was the case four years ago, the desire for larger families is considerably greater here than in some other nations of the world, as indicated by recent polls there.

In Sweden, for example, only 6 percent of the people interviewed think the ideal number of children is four or more. In Uruguay and Greece the comparable percentages are 12 and 10 percent, respectively.

In Great Britain, on the other hand, interest in large families currently exceeds that found in the United States, and, in fact, has grown since the 1968 survey.

The following table shows the latest results from Gallup affiliates abroad, compared with findings recorded in 1968:

Ideal Number of Children	1971	1968
4 or More	19%	14%
Sweden	6%	14%
Uruguay	12%	20%
Greece (Athens)	10%	19%
Great Britain	30%	23%

German Is Fracturing Along East-West Line

By Lawrence Fellows

NYN (NYT)—The German language is slowly but pervasively developing two fairly intact vocabularies.

West German youngsters can go to a party to listen to a group and, if they are so inclined, get high on "a long drink." The drug culture thrives in its own swift-moving Anglo-American idiom. If the youngsters do not enjoy themselves, they might feel "frustrated," which is only half a steal from "frustrated."

None of the intrusions seem to bear any close or obvious relationship to the large British and American forces occupying the western part of Germany after its collapse in World War II. The French presence did not add perceptibly to the language either, though some French words have always been in it.

No Russian Words
Nor has the stationing of Soviet troops in the eastern part of Germany, a Communist state striving for world recognition of its separate status, led to an invasion by Russian words.

Smog in Spanien

man Army is a great reservoir of words and phrases supplied through NATO; a gas-mask drill, for example, is a "stink happening."

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"Hydraulik-Produzent beschleunigt Tempo der Rationalisierung," proclaims the headline over the main article in Neues Deutschland, the party newspaper in East Germany.

The words, which mean "hydraulics producer accelerates tempo of rationalization," are recognizably German or long a part of the language, but some have been fabricated since Germany was divided. Strung together, they make sense only to those sufficiently exposed to the jargon:

"In den Karl-Marx-Stadt Industriewerken Karl-Marx-Stadt—dem grössten Hydraulikproduzenten in unserer Republik—komplettieren und vollenden Neuerer und Rationalisatoren jetzt einen modernen Fertigungsabschnitt für Teile von Zahnrumpfen."

Surface Meaning
("In the Karl-Marx-Stadt Industrial Works—the largest hydraulics producer in our republic—innovators and rationalizers are now assembling and completing a modern production unit for the manufacture of parts for cogwheel pumps.")

The German term "Neuerer," for innovator, was coined in East Germany in 1963 for people who drop ideas into factory suggestion boxes. Every seventh worker at Karl-Marx-Stadt, according to the article, is a "Neuerer."

The rationalizers are the "Rationalisatoren" of earlier Communist vintage, persons whose function it is to do away with duplication, inefficiency, sluggishness in the production line and other things that stand in the way of what is known in East Germany as Sozialistische Rekonstruktion.

In other words, the article suggests, the factory did not get the new production unit it wanted and the workers are having to go on making pump parts as best they can, using baling wire and ingenuity.

The language that has been

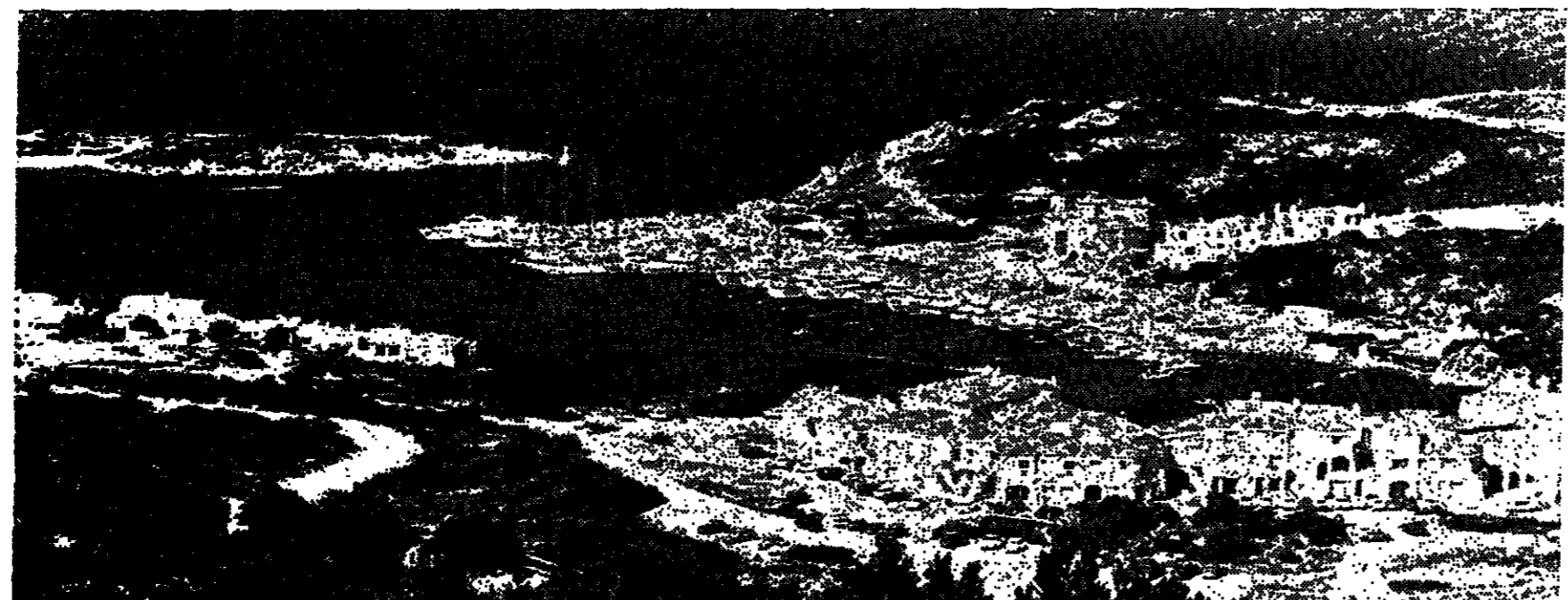


growing since Charlemagne tamed the Saxons centuries ago, and which was given its basic form and style in Martin Luther's translation of the Bible, is not completely divided by the political border between East and West Germany, for the invasion of Anglo-Americanism reaches as far as West Germany, television will carry it. Most East Germans within range of the West German stations stay tuned to them.

In West Germany—as in France and Italy, where there are many accretions of English—not every citizen is pleased with the direction in which his language is drifting, among them Erich Hase of Helligenhau, who says he is unable to understand either the words or the songs or the political discussions on his television set. He is suing the West German radio in an effort to make it use the kind of German he learned in school.

Hydraulik-Produzent beschleunigt Tempo der Rationalisierung

Dom im New Look



Porto Cervo, the heart of the Costa Smeralda.

Progress report from Sardinia

Land values on the Costa Smeralda are rising steadily.

Read why you should invest there—this year.

Interest in the Costa Smeralda—as an incomparable holiday area and as a haven for people looking for a second home—continues to grow.

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* The Costa Smeralda's distinctive hotels are being enlarged to meet the extra demand for holiday accommodation which is growing at three times the world average.

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Investment in the Costa Smeralda is further safeguarded by Italy's membership of the Common Market— all of whose members are pledged to maintain a number of fundamental laws affecting inter alia the security of foreign investment. And there are few developments like the Costa Smeralda that lie within the European Economic Community.

Attractive opportunities for property development

Selected areas of land on the Costa Smeralda have been zoned for commercial or for medium-density residential use: hotels, restaurants, clubs, groups of villas or apartment condominiums. If you are interested in promoting this kind of development, the Consorzio Costa Smeralda can provide you with special reports which generally include assessments by independent market research analysts and land development consultants.

Investment incentives

Low-interest loans and capital grants can be obtained for hotel and restaurant projects from the Cassa per il Mezzogiorno (the State development corporation) and also from Sardinian financial institutions. Several tax exemptions can also be obtained.

Everything you need

Already nine areas along the Costa Smeralda's 35-mile coast have been developed. These areas are equipped with water mains, electricity and telephone and are served by 24 miles of tarred roads.

One of the areas, Porto Cervo, is the main centre and principal port of the Costa Smeralda. A sheltered deep-water harbour for yachts drawing up to 21ft., it is the best-equipped in the Mediterranean—offering plug-in electricity and fresh water at quayside, and on-board telephone.

The village centre has everything you need: a supermarket, chemist's shop, fashion boutiques, antique and jewellery shops, hairdresser, restaurants, bars, night clubs, post office, ship-chandler. There is also a church, a doctor and a kindergarten.

Action can be found elsewhere, too, on the Costa Smeralda. There is a wide choice of hotels, restaurants and night club/discotheques. You can rent a car or boat, horseback ride and enjoy every kind of water sport.

Golf and tennis

Two new sports facilities open this year. In Porto Cervo, the Cervo Tennis Club has floodlit tennis courts, a heated indoor pool, an outdoor swimming pool and full sports club facilities. In the centre of the Costa Smeralda, between the bays of Cala di Volpe and Pevero, is the 18-hole Pevero golf course designed by Robert Trent Jones. It will be ready for play by midsummer. (Building plots adjoining the course are now available.)

Landscape preservation
The natural vegetation and the coastline are carefully protected. From the beginning, special steps to prevent all forms of pollution have been taken: landscape scarring is being eliminated; buildings housing unsightly basic utilities are camouflaged; cables are laid underground where possible; and only indigenous building materials are recommended. The most modern equipment is used in the sewage system and rigid controls prevent discharge into the sea.

How to buy
Prices for ready-built villas and apartments vary with size, location and the amount of land. Apartments start as low as \$11,000. A 2-bedroom villa with large sitting room, dining annex, tiled kitchen and bathroom, terrace and garden can be built from \$29,000, land included.

A quarter-acre plot of land with all services currently costs from \$9,600 upwards. This includes roads, electricity and water supply to the boundary of the site and, where necessary, a main drainage system. You could actually move into your private villa

between six and nine months after negotiating site and plans.

The Agenzia Immobiliare della Costa Smeralda (the appointed real estate agents) can also recommend architects and builders and provide complete on-site supervision. All plans must be approved by the Architectural Committee of the Consorzio Costa Smeralda.

Once you have bought on the Costa Smeralda you automatically become a voting member of the consortium of property owners.

Fly Alisarda

The Costa Smeralda is served by Alisarda, the Sardinian airline. It flies regularly to Olbia (30 minutes from Porto Cervo by road) from Rome, Milan, Genoa and Nice. Olbia's 4,600 ft. all-weather strip can also handle any private plane, including the largest executive jet.

Car ferries sail regularly to Olbia or Porto Torres from Civitavecchia (Rome), Genoa and Toulon.

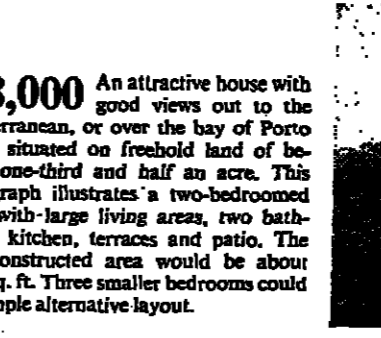
Free information
A wide choice of sites is currently for sale. There is also a limited number of villas and apartments ready for immediate occupation. Send for prices and for specific details of villas and apartments or information about property development opportunities by sending the coupon to the address given.



\$29,000 An individually designed holiday home with two bedrooms, large living/dining room, one bathroom, kitchen and terrace. 1,410 sq. ft. of construction on a freehold plot of land of a quarter to one-third of an acre.



\$77,000 A large luxury villa with four bedrooms, kitchen, terrace, patio and a good-sized private swimming pool. Total built area 2,900 sq. ft. The villa stands on one-third of an acre of freehold land and commands superb views over the Mediterranean and the nearby offshore islands.



\$48,000 An attractive house with good views out to the Mediterranean, or over the bay of Porto Cervo, situated on freehold land of between one-third and half an acre. This photograph illustrates a two-bedroom home with large living area, two bedrooms, kitchen, terrace and patio. The total constructed area would be about 1,612 sq. ft. Three smaller bedrooms could be a simple alternative layout.



\$11,000 Studios, one-, two- or three-bedroom apartment units, are available. In the program illustrated, the Casa del Pavone (the price for studios starts at \$11,000 (381 sq. ft.). A two-bedroom unit would cost \$21,000 (\$29 sq. ft.). Every apartment has one or more terraces and most enjoy views of the port of Porto Cervo or out over the open sea. There are a number of condominium apartment projects located in other areas of the Costa Smeralda.

Consorzio Costa Smeralda
Please send me complete information about the Costa Smeralda. I am interested in (✓ as appropriate):

LAND TO BUILD ON VILLAS HOLIDAYS

PROPERTY DEVELOPMENT APARTMENTS

(Block capitals please)

NAME _____

OCCUPATION _____

ADDRESS _____

TELEPHONE _____

Post this to: Consorzio Costa Smeralda, General Information Office, 70 rue de Lausanne, CH-1202 Geneva, Switzerland.

Bond Sales on the New York Stock Exchange

Table with multiple columns listing bond sales, including Domestic Bonds, Foreign Bonds, and various international issues like ACP, ACP, ACP, etc.

THE MORTGAGE BANK AND FINANCIAL ADMINISTRATION AGENCY OF THE KINGDOM OF DENMARK. Includes details about DM 70,000.00 bonds, 7 1/2% Deutsche Mark Bearer Bonds of 1971, and a list of participating banks and financial institutions.

FIRST INVESTORS INTERNATIONAL MINING & PETROLEUM FUND S.A. Notice of Meeting. Includes details about the meeting agenda, amendments to articles of incorporation, and information for shareholders.

Insurance Stocks. A list of various insurance companies and their stock prices, including Aetna, Amersbach, and others.

Eurobonds

Market Turns to Housekeeping, Sorting Out Mass of New Paper

By Condon Bakstansky
US, Feb. 21.—The Euro-market took a deep breath with the let-up in its activity allowing attention to some necessary housekeeping.

Economic Indicators

WEEKLY COMPARISONS

Table with columns: Item, Feb. 14, Feb. 17, Feb. 14. Rows include: Commodity Index, Total loans, Auto production, Daily oil prod., Freight car loadings, Elec. Pr., Bus. failures.

MONTHLY COMPARISONS

Table with columns: Item, 1969, 1970, Prior Month. Rows include: Employed, Unemployed, Industrial production, Personal income, Money supply, Consumer's Price Index, Mfrs. Inventories, Exports, Imports.

Commodity index, based on 1957-58=100, and the consumer's price index, based on 1957-58=100, are compiled by the Bureau of Labor Statistics.

The Danish Mortgage Bank priced its 70 million DM, 15-year, 7 3/4 percent issue at 99 1/4 to yield 8.01 percent.

Caution Takes Over as Dominant Wall St. Mood; Stocks Slide, Bonds Drop as Rates Rise

By Thomas E. Mullaney

NEW YORK, Feb. 21 (NYT). A new mood—more cautious and more questioning—perhaps quite temporary as well—appeared to be enveloping investors last week as the spectacular rally in the financial markets finally began to taper off.

reduced unemployment. Some skeptics, however, think the euphoria over the economy has been blinding investors.

NEW YORK, Feb. 21 (NYT).—Most prices on the American Stock Exchange and on the Over-the-Counter Market declined last week in active trading.

It had been thought that January's industrial production index might match, or approach, the 1.5 percent jump that had occurred in December.

Amex and Over-Counter
NEW YORK, Feb. 21 (NYT).—Most prices on the American Stock Exchange and on the Over-the-Counter Market declined last week in active trading.

Consumer Caution
The major reasons for the rather sluggish and slower recovery of the economy at the mid-point of the first quarter are the moderate pace of general retail business and the rather lethargic trend of new-car sales.

There was concern over the report that wholesale prices had slipped during January. The wholesale price index was up 5/10 of 1 percent.

Table with columns: High, Low, Last, Change. Rows include: Bond Index, Treasury Bonds, Municipal Bonds, Corporate Bonds, Stocks, Commodities, Currencies, Futures, Options, Derivatives.

Table with columns: High, Low, Last, Change. Rows include: American Airlines, Boeing, Lockheed, McDonnell Douglas, Boeing, Lockheed, McDonnell Douglas, Boeing, Lockheed, McDonnell Douglas.

Over-Counter Market

Table with columns: High, Low, Last, Change. Rows include: American Airlines, Boeing, Lockheed, McDonnell Douglas, Boeing, Lockheed, McDonnell Douglas.

Table with columns: High, Low, Last, Change. Rows include: American Airlines, Boeing, Lockheed, McDonnell Douglas, Boeing, Lockheed, McDonnell Douglas.

N.Y. Bond Sales

Table of N.Y. Bond Sales with columns for Sales in \$1,000, High, Low, Last, and Net change. Includes sub-sections for (Continued from Page 8) and various bond types like U.S. Govt, U.S. Corp, and U.S. Mun.

New York Stock Exchange

Table of New York Stock Exchange activity including Sales, High, Low, Close, and Net change for various stocks and indices.

Treasury Bills

Table of Treasury Bills with columns for Bid, Asked, and Yield for various maturities.

One Dollar

Table of One Dollar exchange rates for various currencies including Austrian schillings, Belgian francs, British pound, etc.

Wall St. Turns Cautious; Stock and Bond Prices Ease

many investment analysts reached the conclusion that long-term rates are once again heading upward. The turnaround in the stock market was broad but not deep...

Market Averages

Table of Market Averages for Dow Jones, S&P 500, and other indices.

American Stock Exchange

Table of American Stock Exchange activity including Sales, High, Low, Close, and Net change.

Over-Counter Market

Table of Over-Counter Market activity for various stocks.

International Bonds

Table of International Bonds with columns for Units of Account, Deutsche Marks, and various international bond issues.

Foreign Bonds

Table of Foreign Bonds with columns for various international bond issues and their prices.

Bank Stock Quotations

Table of Bank Stock Quotations showing closing prices for various banks.

European Monetary Units

Table of European Monetary Units including D.M., S.F., and other units.

Inter-American Bank in French Capital Market

WASHINGTON, Feb. 21 (UPI).—The Inter-American Development Bank today announced a public bond issue of 100 million French francs in France.

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Large advertisement for Frankfurter Allgemeine Zeitung featuring a cartoon of a man and a woman, and text describing the newspaper as 'Always the champion' and 'ONE OF THE WORLD'S TOP TEN'. Includes contact information for European representatives in the UK, Scandinavia, Netherlands, France, Switzerland, and Spain.

Frontiers of Development: Italy... France... Portugal

ITALY

Mezzogiorno: Invitation To World Industry

By Stuart Troup

The south of Italy—so-called Mezzogiorno—has long been a backward, economically retarded, most of its inhabitants are disaffected, and it is peripheral to the rest of Europe.

which built a plant in the Pomezia area, south of Rome, four years ago. William C. Cabrera, president of the Italian division of J & J, says that besides the 10-year tax holiday, the company received a 15-year loan at 3 percent for construction of the plant and its equipment—a total investment of about \$2 million. It also received a 17 percent grant from the Cassa on the investment.

Labor Source

Mr. Cabrera notes that J & J had no market in Italy before building the plant. "Rome was chosen because it is an excellent location for distributing our products. Seventy percent of the products are sold in the north, but we believe that rapid expansion is coming in the south. We first thought of locating in a depressed area of northern Italy. But such locations were too far from the towns," Mr. Cabrera says. "And labor was a problem."

And labor in Pomezia? "We employ 200 or so, mostly women," Mr. Cabrera says. "There is no problem of labor. We had to train farm-oriented people, but we found them extremely intelligent and willing. After the initial six months, we find the output of the employees here is as good today as in industrial centers of the north."

The reasons cited by J & J (Continued on Page 16, Col. 1)

Late Start

have started very late in foreign businesses. They have had offices for some time in places like New York, London, and Rome. Italy is considered by many to be a rural area. The areas of most are more central, as France and Germany. Thirdly, American businessmen have raised the question of stability of government.

Sicily:

Tourist and Investor Climate

Palermo.—If you are a tourist, Sicily has almost all the natural vacation advantages: sandy beaches, clean water, a mild climate almost all year round, ancient ruins, modern art forms to examine. If you are a businessman, Sicily contains all of those advantages, plus one more: it has a shortage of accommodations. And it has a central and region government anxious to provide the financial incentives to help you provide the accommodations.

to the other has been constructed. Specifically, it is the Cassa Per il Mezzogiorno—the governmental body with responsibility for development of industry, agriculture, tourism and infrastructure—whose efforts are making Sicily more attractive to tourists and to potential investors. Its beauty, however, should be the initial reason for focusing on the island. There are splendid mountainous areas stretching from inland to the glorious Mediterranean, including stately Mount Etna, with its puffing, active volcano. There are beautifully preserved remains of the ancient Greeks at Syracuse, Agrigento and Selinunte, and traces of Norman, Spanish and Arab influences on architecture everywhere. The climate of Sicily, also,

compares favorably with that of internationally famous resorts. Data collected over a period of eight years, in fact, shows that the average temperatures are higher in autumn, winter and spring in Palermo than in Biarritz, France, or in Palma de Mallorca in Spain, thereby ensuring a longer vacation season. The average number of rainy days each year in Catania, Sicily, is 84, while in Biarritz it is 177 and in Athens 101. The natural beauty of the Mezzogiorno and its 5,000-mile coastline is not news to many tourists. However, the centers of tourist attention have always been Naples and the areas and islands near Naples and Pompeii, Sorrento, Amalfi, Capri, Ischia and also Taormina in Sicily. The reasons were natural beauty (Continued on Page 17, Col. 4)



FRANCE

Paris Region: A Concern For Economic Balance

By Jack Monet

PARIS—Among his colleagues at the government's regional development agency, Bertrand Cuny is known as "the man with the stick." He is in effect the administrator of a system of fees the government uses to discourage unwanted investment in the Paris region.

The fees range from 50 francs (\$9) to 200 francs a square meter of floor surface in new buildings, depending on where the site is in the Paris region. In some areas, the fees soon will be doubled to 400 francs. The fees can carry quite a sting. Some of the tall office buildings at the La Défense complex, a few miles west of the Arch of Triumph, cost the builder 1,000,000 francs (\$180,000) or more in floor surface fees alone.

Apparently Unique

The fees were instituted in 1960 and add about 50 million francs (\$9 million) a year to the public treasury. As far as Mr. Cuny knows, no other region in the world uses such a system to deter certain investments.

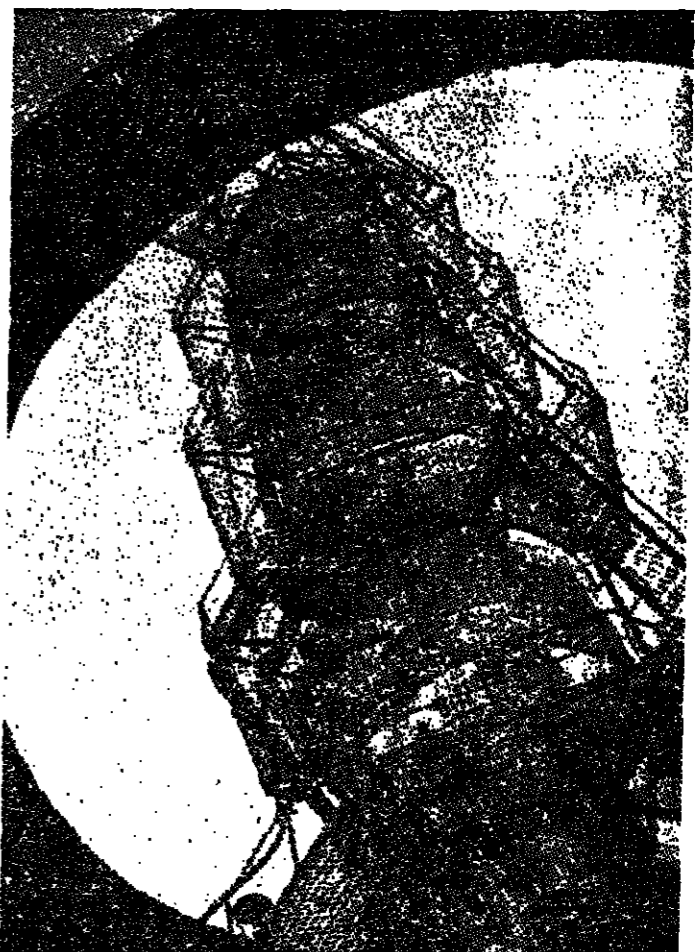
Paris's plight is just the opposite of New York's. French authorities are not distressed when a major company moves to the provinces. Rather, they are vigorously stimulating the decentralization of a congested region that contains 8,000,000 persons—a sixth of France's population—and a large part of the nation's business offices and manufacturing enterprises.

Any firm—French or foreign—seeking to locate in the Paris area has to submit a dossier to a committee of which Mr. Cuny is the chairman. "The dossier must prove," Mr. Cuny said, "that the industrialist cannot go anywhere but in the Paris region." Firms also must argue for government approval if they want to expand their offices or factories beyond a certain space limit. But what the state takes with one hand it sometimes gives out with the other. For firms closing up in the Paris region and moving to the provinces, there is under certain conditions something called a "demolition cash grant."

where the fees are highest, and a drop of 22,000 in the adjacent suburbs, where the penalties are near the top of the range. Meanwhile, suburbs farther out and "new towns" in the region each gained about 50,000 industrial jobs. More than a third of the increase in industrial expansion used to take place in the Paris region. Nowadays, the figure is down to 10 percent.

State planning has met with much less success, however, in guiding the creation of office jobs in desired areas. Although the fees are highest in the western areas of Paris and the suburbs, and low in the eastern sectors, three-fourths of the new offices in the Paris region in the last six years have settled near the Avenue des Champs-Élysées or to the west.

But a good portion of the new housing is going up in the eastern areas. Distances between home and job are growing, sometimes involving four hours travel daily. The despair of these travelers is summed up in the rhyming (Continued on Page 14, Col. 5)



Lorraine:

Opportunities in a Depressed Area

METZ, France—Deep into the postwar period, while Lorraine's iron and coal mines and steel industry were still critically needed for reconstruction, the boom atmosphere in the province inspired for it the nickname of "the Texas of France."

"There was a bit too much euphoria in those years, from 1955 to 1960," recalls Michel Le-cavelier, secretary-general of the local economic development group, CAPEM. "The attitude was that there were no problems, that the future was assured for the next 30 or 40 years. We had textiles, steel, coal, iron mines all going full blast."

High Subsidies

These days Lorraine is a region with pockets of crisis. It is nowhere near becoming an Appalachia, but in some areas the economic situation is desperate enough so that the highest government subsidies are offered to encourage new investment in the region. On a social level, there is an

anxiety that can spark such unrest as the recent nationwide coal mine strike. The strike started at the mine at Faulquemont, 25 miles east of Metz, and was called to protest government plans to close the pit in a few years (the mines were nationalized in 1946) and to close other pits later in the decade.

Especially after the Tehran oil accord and in view of Paris's difficulties in the Algerian negotiations, the government needs to re-evaluate its plans for phasing out coal mines, the strikers maintained.

The reversal in Lorraine's fortunes is such that in a provincial population that shot up during the boom period to 1,000,000 from 600,000, drawing immigrants from other regions of France and from the Mezzogiorno, about 30,000 persons cross the border daily to work in Germany.

The young workers are the hardest hit by the economic slide. The dying industries are not replacing workers who retire or die. And Lorraine has a young population—44

percent of the people are 25 years old or less.

The turnaround in the value of the Lorraine mineral resources, so prized by Bismarck and Hitler (and Jean Monnet), came suddenly late in the 1950s.

In coal production, for instance, a record high of 60 million metric tons was reached in 1958. The plan for that period looked to an eventual production of 85 million metric tons annually.

But by 1960, new targets for production had been adopted which, depleted in chart form, show a ski run with production in 1975 at about 13 million metric tons.

The iron and steel industry once was so confident of the future that it worked hard—and succeeded—in keeping new industries out of its corner of Lorraine. It thus had a monopoly over the skilled labor available.

It gave up this approach in 1950 and since then has introduced modern facilities requiring less labor. In addition, it is shifting some of its investment funds to projects at Fos, west of Marseilles.

What happened about 1960 is that the iron and coal mines in Europe were suddenly recognized as unproductive, or at least seen destined to become so in the near future. The veins were running thin or were becoming difficult to get at.

In the case of coal, the cheap extraction by "open pit" methods used in some other areas of the world was not possible with the Continental veins. (Coal from the United States and Poland is cheaper for Le Havre power stations to use than coal coming from Lorraine.)

As for the iron mines, the one had always been of a relatively low grade that required the steel mills to set up as close as possible to the mines in order to limit costs. In the 1970s, high grade ore from Sweden and Mauritania and other areas is available at such attractive prices that the steel industry in France is shifting to the coasts, notably at Fos and Dunkerque.

"Not too much noise is made about it," says an official in Nancy, "but it seems likely that instead of producing 80 percent of France's steel, as it does now, Lorraine may be producing only 30 percent in 20 years."

Crisis in Vosges

The crisis in the textile industry, centered in many small towns in the Vosges Mountains, was outlined in Paris by Jean-Claude Ausou, a Lorraine specialist at DATAR, the government's regional planning agency.

The factors include the loss by France of its former privileged markets, the decline in military uniform purchases and increased competition from developing countries, where labor costs are low. Industry equipment is outdated, hindering competitiveness.

"Some companies took the (Continued on Page 12, Col. 4)

PORTUGAL

A Booming Travel Trade Creates a Vast Area for Investment

By Miguel Acoca

FARO, Portugal.—The Algarve, the most southern province of Portugal, is a sleepy region of Atlantic beaches, rugged sea-side promontories, villages of white, box-like Moorish houses, flower gardens, and gentle hills with groves of almond, fig and orange trees. The climate is usually benign, the land rich in the ruins of history and the Algarve gay and habitable.

All these—plus the sparse population of only 300,000 in an area of 3,200 square miles—add up to tourist assets in a world where people are continually searching for "sun, sea and sand." The Portuguese government and private promoters have been investing large sums of money to turn the Algarve, where mule carts and bikes are still the main form of transportation, into a vast tourist complex that will appeal to Americans, Europeans, South Africans, Rhodesians and Portuguese.

Although 1970 figures are not yet complete, tourists spent more than 1,350,000 "hotel nights" in the Algarve in 1970, up 30 percent from 1969. This figure includes hotels of all categories.

ALGARVE

To stimulate the growth of tourism, the government plans to issue permits for two or three gambling casinos in the Algarve. The government's final decision on the locations and the beneficiaries is expected by spring.

The casinos presumably will attract a large number of the millions of tourists who come to

Portugal. They totaled 2,511,000 in 1969, which was a bad year because of the Paris riots; 2,785,000 in 1969; 3,343,000 in 1970, and the projection for 1973 is for 4,800,000.

The government estimated they spent \$250 million in 1970 and has projected that by 1973 tourists will leave \$385 million in Portugal. But there is a hitch in the tourism figures—at least 50 percent came from Spain. The big spenders—Americans, Britons, West Germans and French, who spend an average of \$15 a day a person—made up the bulk of the other half.

Until now, the big money in (Continued on Page 14, Col. 1)

By Miguel Acoca

LISBON.—This is a traveler's city, best appreciated from the deck of a boat sailing along the Tagus. Up above rise the old and the new buildings, clinging to the seven hills of Portugal's capital, which legend says, was founded by Ulysses, the most ancient wanderer of them all.

Lisbon gives the impression of having been made for people coming from somewhere, and moving on—to the British Isles, to Africa, to North or South America, to the rest of Europe. This was true when men moved across the oceans only by

water, and it's true today when men move mostly by air.

Lisbon is a natural refuge, surrounded by pleasant beaches.

ESTORIL

This was rediscovered by royalty in distress. They were followed by the so-called international set and by tycoons.

Today Lisbon and Estoril and Cascais, its two nearby resorts—grab tourists from all over. Government officials, who are trying to increase the flow of tourists, are pleased, but they feel that Lisbon is short of hotel rooms.

"Estoril and Cascais," said an official, "are pretty well built up. We don't need new hotels there, but we need them badly in Lisbon itself."

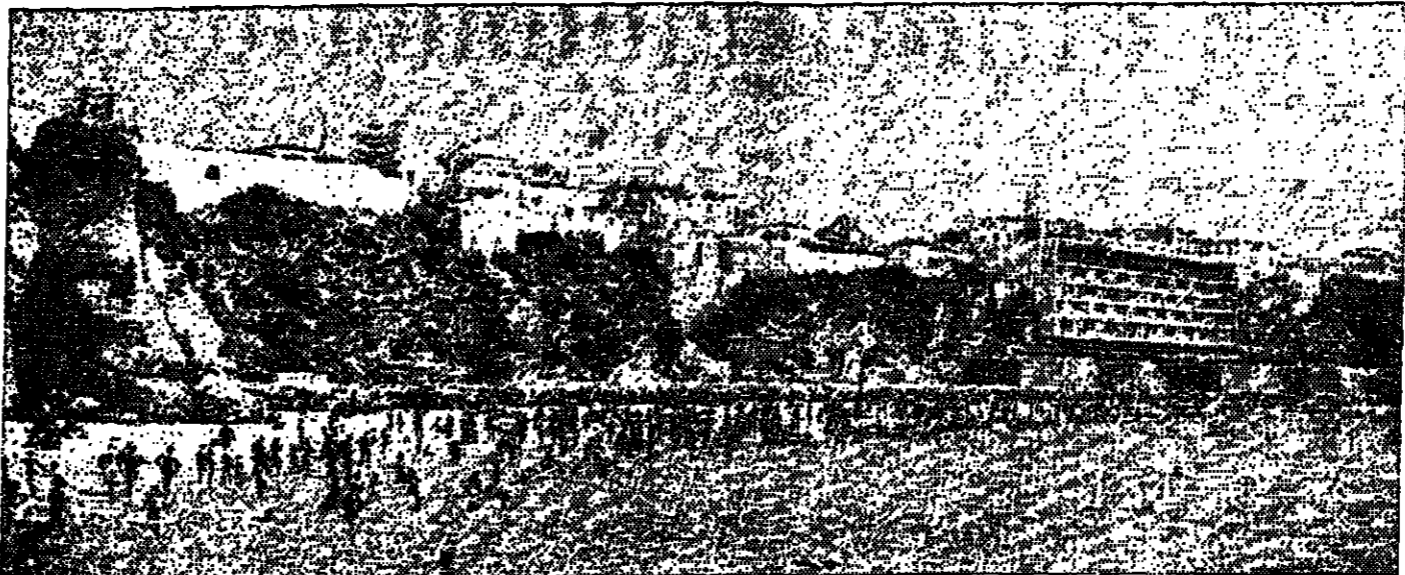
To remedy the shortage, the government has made Lisbon a priority development area and has authorized construction of five new hotels to be completed by 1973. One of them, owned by Sheraton, is already under construction. It will have 408 rooms.

A West German group will put up the Lisbon, with 400 rooms. Another West German group plans a 1,000-room hotel. French investors will build one with 500 rooms, and British investors one with 800 rooms.

The eventual cost of these five hotels will be around \$40-50 million, according to government officials. The government, as usual in such ventures, is providing some of the financing, but will not disclose how much. The British group, however, is financing its hotel without government help.

"We are Europeans," said a government official. "We are happy to welcome European, capital and European tourists." Portuguese tourism officials also dearly love American hotel chains, like Sheraton and Holiday Inn. The latter operates a hotel on the island of Madeira.

To attract tourists to Lisbon, a new casino has been built at Estoril, complete with special rooms for slot machines, a movie theater and a huge dining room. There is a special weekly charter flight from the United States which brings Amer- (Continued on Page 14, Col. 6)



A beach resort at Praia de Albufeira in the Algarve attracts sun-seeking vacationers.

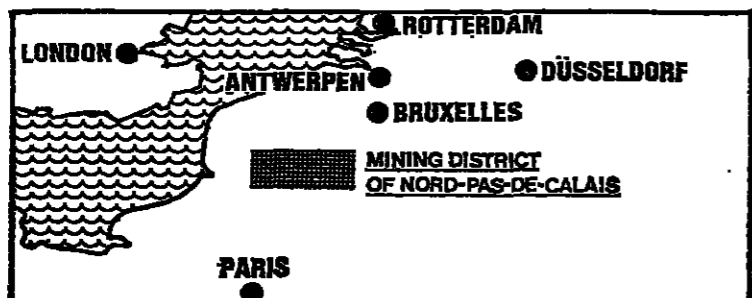
Successful Lure

se assets and others it 332 new plants to the gloire in 1969, investing a total of \$798.4 million and hiring 23,000 persons. In the year, 658 existing companies expanded, investing an \$894.4 million and bringing to another 23,000 expansions as well as new industries are all for soft loans (3 percent of up to 70 percent of their investment grants are obtainable from the Cassa for new plants amounting to \$9.6 million, the grant can amount to 50 percent of total costs. For firms over \$5 million, the guaranteed allowance payment of the loans, 15 years are given for new plants, 10 years for expansions, and modernizations. Their financial incentive is 3-year holiday on income which begins with the year in which the company shows a profit. And are rebates on social security for employees. An example of how the incentive is the establishment of Johnson & Johnson, a owned U.S. company,

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FRANCE

Lorraine: Opportunity In a Struggling Area

(Continued from Page 11) decision to modernize early," Mr. Auzou said. "For the others, c'est le drame."

A fairly localized instance of difficulty in the province is at Verdun, a garrison town since Charlemagne. Not only have a few thousand Americans in a NATO contingent left the area, but the number of French soldiers bolstering the local economy has dropped to about half of the 15,000 that used to be based in the area.

Lorraine Location

In working to attract new industries to the province, Mr. Le-cavelier points out to foreign companies the favorable location of Lorraine on the borders of Germany, Belgium and Luxembourg, where there is an international airport, and midway between Paris and major German cities.

Along with those of other nations, a fair number of German firms have set up subsidiaries in Lorraine, where the labor supply is greater and cheaper and investment subsidies are available from Paris.

Not all of the province is hurting for immediate new investments. The most attractive place in the province, the city of

Nancy, welcomes investments, according to Jean-Philippe Valentin, a member of the local expansion committee. But it wants it, he said, on the basis of "not out of pity, but of desire."

A barge in the Lorraine serenely makes its way to the next port. Along with rail, air and road transport, rivers and canals still carry a good measure of traffic.



New Force in Regional Development of Lorraine

NANCY, France.—The latest force in regional development in Lorraine is, of course, Jean-Jacques Servan-Schreiber—both in politics and on the commercial side.

Mr. Servan-Schreiber's latest book is "Pouvoir Regional" (Regional Power). His newest commercial enterprise is SEDE-Lorraine, whose aim is to help companies planning investments in Lorraine.

SEDE, which happens to have its offices in Nancy's Kennedy Building, has in addition to Mr. Servan-Schreiber shareholders from several countries in Europe and North America, according to François Pontet, the firm's chief executive officer. The firm's capital is more than \$800,000, he said. SEDE's major asset abroad is Mr. Servan-Schreiber. He is the company's representative outside of France, scouting for prospective investors in SEDE or Lorraine.

Industry, Resort Expansion Along Mediterranean

PARIS.—The "Mediterranean facade" of France is getting a major uplift. Tempo is picking up on the work at Fos, just west of Marseilles, where 25,000 acres are being converted into a huge site for petrochemical, steel and other major industries.

Meanwhile, development of 120 miles of beach running from near Marseilles west to the Spanish border is entering the eighth year. Several new resorts for sailors, swimmers and campers have been created at such sites as La Grande Motte, Barcarès, Leucate, Gruissan, Capet and Saint-Cyprien. This area, known as Languedoc-Roussillon, is expected to attract 2,000,000 vacationers by 1980-85. Last year, 700,000 vacationers came to the area. Government investment in the project, now about \$10 million a year, is to continue another five years or so.

Much of the government investment has gone into bringing new roads into the area, landscaping resort sites and programs to rid the region of mosquitoes.

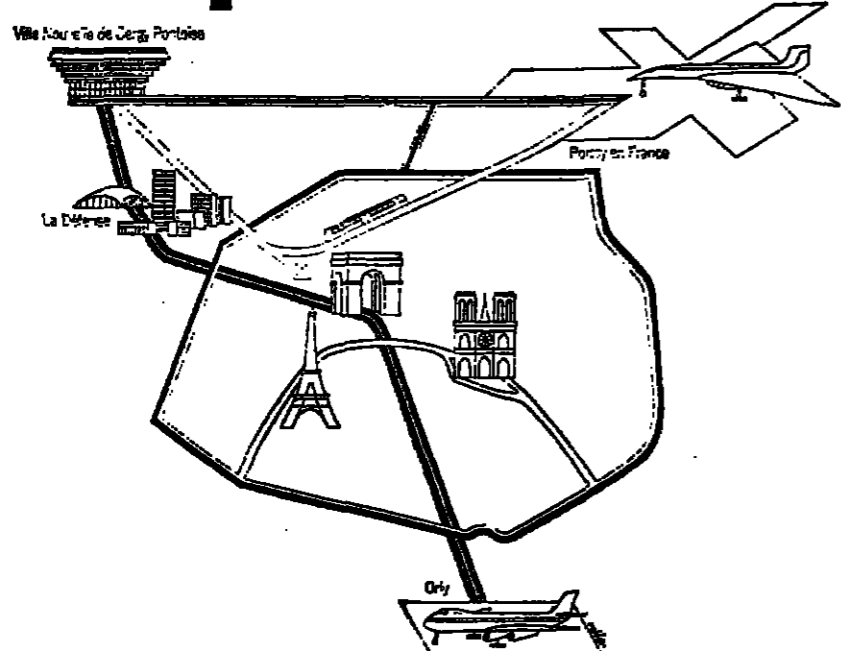
One aim of the project is to rechannel to France the money that Frenchmen have been spending on vacations or summer homes in Spain and other Mediterranean countries.

In France

30 km from Paris (10,000,000 inhabitants)

The industrial, warehouse and office areas of the new town of Cergy Pontoise are now complete for operation.

TED BATES



This estate, developed according to the schéma directeur d'aménagement de la Région Parisienne, is completely equipped and offers opportunity for immediate revenues:

- In the neighborhood of the new town of Cergy-Pontoise, where the Prefecture and several public administrations are already installed and where the communal services and amenities now being built will allow to accommodate 300,000 inhabitants.
- Easy access to and from Paris and direct communication with the new business center of La Défense, Cergy-Pontoise will also be connected to the new international airport of Roissy-en-France which, in 1973, will allow, with supersonic flights, ultra-rapid connections with all international metropolises.

- Administrative proceedings are simplified, quickly and easily with the support of the Etablissement Public d'Aménagement.
- A square meter of land (building ratio 60%), totally equipped, including fee and all taxes, is sold from fr. 80. (\$ 14,50).
- Many international Companies have already chosen Cergy-Pontoise to settle in France.

If you wish to receive complete information, please write to:

VILLE NOUVELLE DE CERGY-PONTOISE
Etablissement public d'aménagement
BP 47-Pontoise 95 - Tél. 464.23.93



Factors for Investment

Factors determining an investment decision include:

- Quantity and quality of personnel available.
- Roads and outlets for electricity, water and sewers.
- Types of public transport.
- Facilities for telephones and telex.
- Cash grants and tax relief offered.
- Housing for workers.
- Cultural and recreational facilities.
- Raw material sources.
- Availability of manpower and land for expansion.
- Salary levels.
- Political conditions.

Lille to Marseilles

PARIS.—France now has a superhighway system linking Lille in the north to Marseilles on the Mediterranean. Major sections of the system are the Autoroute A-1 (120 miles) from Lille to Paris, the peripheral boulevard around Paris, the A-6 to Lyons (270 miles) and the A-7 (180 miles) along the Rhone Valley to Marseilles.

Lyons Commercial Site

PARIS.—The city of Lyons is building a huge new commercial complex in a central area known as La Part-Dieu, on 70 acres formerly used for military barracks. Total space for city administrative offices and commercial offices, in buildings ranging from 15 to 35 stories, will be 360,000 square meters.

Growing Port

PARIS.—The port of Rouen on the Seine in Normandy is rapidly developing industrial sites between the city and the sea. About 17,000 acres are being equipped. About 5,000 acres already have been equipped and are occupied by industries.

ALES

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Alès is the most important industrial center of the region of the Languedoc-Roussillon Program. Its area is developing rapidly because it combines so many advantages:

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- EXCELLENT COMMUNICATIONS by highway, railroad, the Rhône River, air.
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- AVAILABLE SUPPLY OF WORKERS, in a population area of 150,000 inhabitants.
- STATE ASSISTANCE, including subsidies for industrial adaptation, capital loans or contributions, fiscal concessions, preferential land prices, training assistance, indemnities for decentralization.

For full information, write or call:
Mr. Couderc, ADIRRA, Chambre de Commerce, 30-ALES, France. Tel.: 86.09.70.



Heads of industries who intend to settle in France seek, in the first place, land in large estates equipped to receive industries of all kinds.

Their next wish is that this land be located near a large city and be served by a very complete network of communications.

They require competitive prices, fast, easy and simple administrative proceedings.

They must find plenty of specialized labour. However they are realistic and know it is extremely difficult to find a location offering all these advantages.



They will soon congratulate themselves for having chosen Mantes!

Mantes: 1300 Ha (acres) is the largest site of the Paris Region planned for the development of industrial estates (750 Ha - acres) together with housing and recreation areas.

Mantes: less than 30 minutes from Paris by motorway A13.

Mantes: the square meter completely equipped: Frs 70 including all taxes.

For all information concerning the location of Mantes, its exceedingly good communications (main roads, motorways, railroad, jet trains, river and airways) and the conditions of purchase, please get in touch with:

Société d'équipement de la région de Mantes-la-Jolie,
Mantes-la-Jolie 78, av. du Général-de-Gaulle, BP 84,
Tél. 477.16.16 et 477.28.00

FRANCE

Orsay Area: A Growing Technological Complex

ORSAY, France.—Never mind that French television cameras recently zoomed in on Route 128 in a reportage illustrating the impact of cutbacks in aerospace funding, the French are still eager to create a similar complex here.

The seed is taking root along Route Nationale 446, 15 miles south of Paris.

Off one side of Route Nationale 446, tall cranes swing girders into place for apartment blocks for a rapidly burgeoning population choked out of slowly asphyxiating Paris.

On the other side of the road, in a 250-acre industrial park, several glass-wall structures of electronics laboratories and high industry stand on landscaped plots adjacent to old red tile-roofed farmhouses.

Traces of influences from across the Atlantic have existed in the area several years already.

A score of buildings of what is popularly called the American-style campus of the Orsay

Faculty of Science cover a nearby hillside, at the eastern end of the Chevreuse Valley. Until recently, university centers in France were located in cities.

Further to the west in the Chevreuse Valley is the town of Mesnil-St-Denis, the first community built in France by William J. Levitt & Sons.

The Orsay science faculty is but one of a myriad of elements that some technocrats, real estate promoters and industrialists foresee going into a complex that could imitate Route 128.

That half-ring road east of Boston is the site of several hundred high technology firms, all in proximity to the laboratories, consulting professors and graduates of the Massachusetts

Institute of Technology, Harvard and other universities.

Other academic institutions in the Orsay area, or scheduled to be decentralized here, include one of France's elite "grandes écoles," the Ecole Polytechnique, and graduate institutes for chemistry, telecommunications, engineering and optics.

A major nuclear research center is located at nearby Saclay.

Further away, but still in the region, are an aerospace center at Brétigny, laboratories of the Compagnie Générale d'Electricité at Marcoussis and SNECMA jet engines and International Business Machines at Evry-Corbell.

New industries in the Orsay

Industrial park include Hewlett-Packard, Varian, Tektronix and a research laboratory of the Société Nationale des Pétroles d'Aquifaine.

Goodyear has chosen to set up its first overseas research laboratory in the industrial park. The staff is truly multinational—25 persons from a dozen countries. They communicate in English.

The laboratory opened last summer and contact with the academic community has been limited so far, according to the Goodyear director, Hans Widmer, a Swiss-born naturalized American.

He asked the Orsay faculty to do "some quick analytical problems" last year before all his own equipment arrived. Eventually, he said, he will seek research contracts with the school.

This summer, he said, he hopes to have undergraduate trainees come to the laboratory. Later, he hopes to recruit graduates at the school.

Government Incentives Induce Expansion

PARIS—The government offers a variety of incentives to attract investment to the provinces. "Bons points" or gold stars, so to speak, are awarded to the investors with the best answers to social and economic problems.

The way it generally works out the farther away from Paris an investor settles, the more gold stars he earns.

The highest inducements are reserved for two main types of investment: those that create new industries in underdeveloped regions and those that permit the reconversion of workers in dying industries to new kinds of work.

Brest to Alès

Many of these critical areas are at the extremities of France, from the port of Brest, at the western tip of underdeveloped

Brittany, to Alès, 400 miles from Paris in southern France, where coal mines are being phased out.

The west, southwest and central parts of France—almost half the country—are areas where greater industrialization is sought.

Under the impact of government programs, a net gain of 200,000 new jobs was registered in western France between 1962 and 1968, against a decrease of 400,000 from 1954 to 1961.

To the north and east, the problems stem from the closing of unprofitable mines and uncompetitive textile firms. These problems have existed for years and are still virulent. In recent weeks, strikes protesting planned closings of coal mines have taken place at the pits and a major French textile empire, owned by Marcel Boussac, appealed for state aid.

Prime French or foreign investments can benefit from cash grants ranging up to 25 percent of the amount invested, according to Alain Risse-Raud, foreign investment specialist of the government's regional development agency, Délégation à l'Aménagement du Territoire et à l'Action Régionale (DATAR).

In addition, relief from local taxes is given in some cases for certain periods of time.

The government often pays part of the cost of training manpower.

DATAR uses a multicolored map of France to indicate the range of benefits available. A green spot in the northern corner of France represents the Alsace-Bourgogne area. The green coloring means benefits are high. The region, Mr. Risse-Raud explained, is dependent on the troubled textile industry and needs diversification.

Further to the east, on the northern frontier, is another green spot, around the Lens-Béthune area, where coal mines are located.

Another critical area is on the Belgian border at Charleville, the city that Ford—in a decision last year that touched off a political controversy—passed up in favor of Bordeaux, where Prime Minister Jacques Chaban-Delmas is mayor. At Charleville, the foundries, the traditional in-

dustry, are small and old and are no longer competitive.

"An advantage for investors in going to Charleville," Mr. Risse-Raud said, "is that there is an old tradition of industrial work there. The people know how to work and have a high degree of professional training."

In eastern France, in Lorraine and Alsace, there are numerous "mono-industry" towns where employment is based on falling coal, iron or potassium mines or on weak textile firms.

Worker Increase

Total employment in France is now 20,000,000. But by 1985, the work force is expected to rise to 25,000,000, meaning 5,000,000 new jobs will have to be created. With higher birth rates since 1945, some 800,000 young people are entering the labor market each year. In addition, the farm population is declining at the rate of 125,000 a year.

To provide workers with new skills in areas with declining industries, a large program of adult education and job training has been started. Enrollment has grown from 180,000 in 1966 to 500,000 in 1970.

In recent years, DATAR has opened offices in New York, Frankfurt and Tokyo.

Regional Planning For Orderly Progress

PONT-A-MOUSSON, France.—In an discussion of the birth of regional development planning in France, the name of Jean-François Gravier tends to come up, a little in the way Jean Monnet's does in talk of the creation of the French Plan.

Mr. Gravier is not the "father" of French planning but in 1947, while a member of the Plan, as it happens, he did publish an influential book entitled "Paris et le Désert Français."

"The book made people more fully aware of two fundamental things about France," says Philippe Rothéa, a regional planner.

"Paris was growing too large, becoming a ville monstrueuse.

everything was concentrated there. The provinces were being continually impoverished as Paris attracted all that was dynamic, the men of value, the capital."

An early step in the government's efforts to rein in Paris came in the mid-1950s when the first subsidies were offered for companies moving to the provinces.

In the mid-1960s, another move was to designate eight cities, or groups of cities, as "métropoles d'équilibre" to serve as "counterweights" to Paris.

These eight metropolises are, clockwise from Lorraine: Nancy-Metz-Thionville; Strasbourg; Lyons - St. Etienne-Grenoble; Marseille-Aix; Toulouse; Bordeaux; Nantes-St. Nazaire and Lille-Roubaix-Tourcoing.

Mr. Rothéa is on the staff of a planning-study group based here, midway between the twin capitals of Lorraine—Metz, industrial, stolid, Germanic, and Nancy, graceful Latin university city.

Plans and Funds

The government's aim for each of the eight metropolises is to provide planning and help with funding to improve the industrial, transport, communication and leisure facilities, Mr. Rothéa said.

But the Lorraine metropolis also has an added role, aside from balancing Paris, of countering the enormous economic influence of Germany's Saar region, he said.

The Lorraine metropolis is about 60 miles long north to south and about 25 miles from west to east. The population is 1.2 million and is expected to rise to 1.7 million by 1985.

A major improvement in transport in the area was the opening 14 months ago of Métrolor, a shuttle train connecting Thionville and Nancy via Metz and other cities. The trains make the trip in an hour and one leaves from each terminal every hour.

A start has been made on superhighways connecting major cities in the area. Eventually the Paris-Strasbourg highway will traverse the province.

SAINT-ETIENNE

an industrial area destined to have a rapid development

Saint-Etienne, largest city of France's Loire department, with 220,000 inhabitants, is the center of a region containing 400,000 persons. An ensemble of favorable factors makes it a logical choice for organizations which seek to decentralize or to install new factories.

Good climate; annual rainfall, 24 inches; annual hours of sunshine, 2,000.

Communications network: highways (Lyons, 36 miles; Paris, 311 miles); railway; international airport (40 miles).

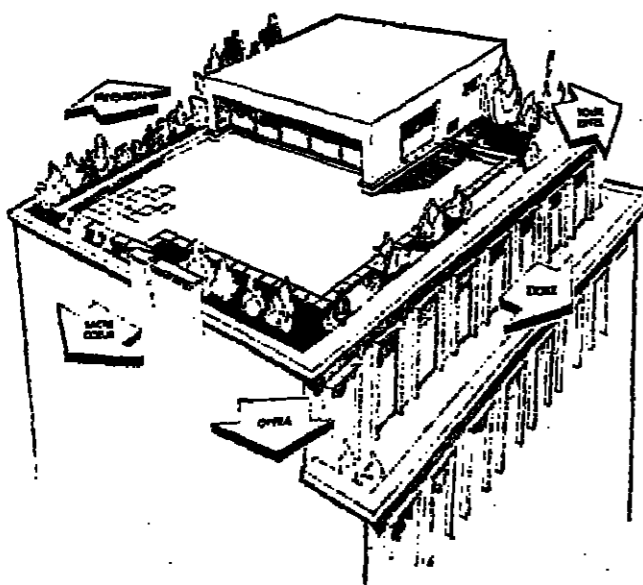
Development zones: suitable for construction, equipped with water, sanitation, electricity, gas.

State aid: all ten zones are eligible for special assistance such as industrial adaptation subsidy, reduction on transfer tax and tax on improved land, capital loans, capital contributions, indemnities for decentralization.

For detailed information, please write or call:

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The industrial development of the Seine valley has become European in scope. The port of Rouen possesses all of the indispensable elements necessary to meet the new phase of industrialization through which the country is passing. It serves the neighboring Parisian basin of 12 million people with its first-rate means of communications.

A Multinational Industrial and Port Complex

The Port of Rouen serves factories depending on waterway communication, both ocean and river, enabling them to receive supplies of basic commodities cheaply.

For this reason, the industrial sectors of the Port of Rouen Authority, situated between Rouen and the seaboard, enjoy considerable activity:

Main Sectors Represented in Rouen	Capacity	National Percentage
• Refinery	20,000,000 t	20%
• Fertilizers	2,000,000 t	20%
• Pulp and Paper	700,000 t	20%
• Treatment of Domestic Coals	1,400,000 t	1st

Other important basic activities are: metallurgical construction and machinery (Renault tubes...); electricity, shipyard, timber for construction, foodstuffs, textiles, building materials, petroleum chemicals, coal, gas, industrial alcohols, synthetic rubber, plastics.

The Port of Rouen is situated in a region in which the leading French and overseas industrial concerns are represented. The industrial groups operating with a foreign capital majority number 104 from 12 different countries. Of the 500 leading American corporations (1) 21 are installed in the region; notably the groups in the order of importance: 2, 7 and 13 (petroleum products); 21 (electrical manufacturers); 23 and 36 (rubber); 49 (chemicals); 64, 71, 84, 92 and 130.

For this reason Rouen is situated in a particularly advantageous region for foreign investment.

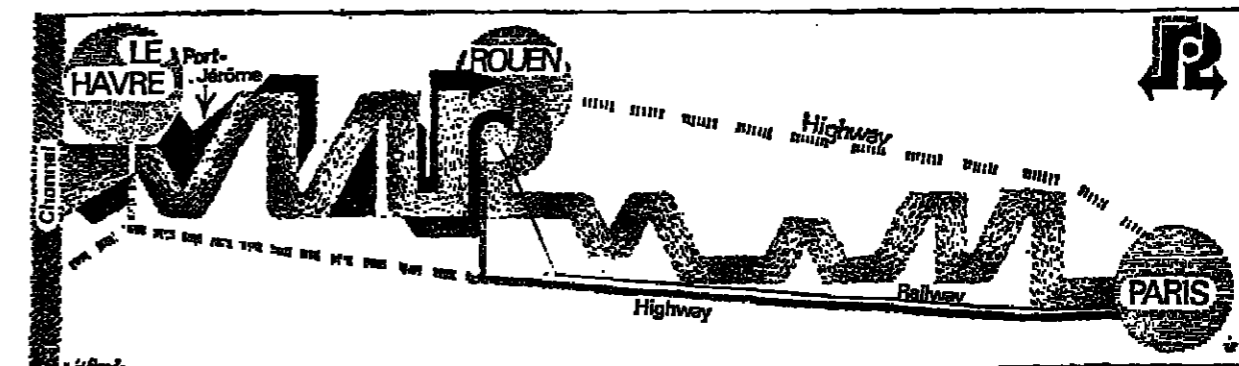
A Geographical Situation to Exploit

The Seine valley, principal link to the area of Paris, enjoys considerable advantages:

- From Rouen to Paris in 65 minutes by train.
- The Rouen Paris motorway (80 miles) now open.
- Push barge convoys of 4,500 dwt ply the river.
- New facilities for heavy unit loads (including containers) under construction.

From the seaboard to Rouen fully laden vessels of 25,000 to 30,000 dwt ply the Seine. In 1975 vessels of 35,000 dwt will attain the Port of Rouen and those of 50,000 dwt will be able to berth in the region of Port Jerome.

(1) List of "The 500 Largest Industrial Corporations," p. 108 Fortunes, May 15, 1968.



PORT OF ROUEN AUTHORITY Public Relations Dept., 52 Quai Gaston-Boulet, 76—ROUEN (France). Telephone: 71.74.54 Telex: 77.885 EUROPE ROUEN.

PORTUGAL

Algarve: A Burgeoning Travel Industry

(Continued from Page 11)

The Algarve has gone into land, infrastructure such as roads, sewer systems and electricity lines, and hotels.

One development, the Vilamoura, has reportedly spent more than \$12 million in infrastructure alone. At one time a U.S. company controlled a large percentage of Vilamoura, but has reduced its interest to 12 percent of the 4,000-acre complex.

Although Vilamoura has on its drawing boards several hotels, a marina and several self-contained villages, so far it has completed a golf course, a motel, a golf hotel, and several villas. A British construction firm, Norwest Hotel, has bought land in Vilamoura, and is building a golf village. Houses in the village sell from \$17,000 to \$23,000, and follow the Moorish architecture of the Algarve, complete with the distinctive chimneys of the region.

Tourist Villages

Although tourist villages appear to be the wave of the future in the Algarve—villas for retired people, villas for tourists, and villas for rich executives—luxury hotels have attracted the large investments.

So far five have gone up, at a total cost of more than \$30 million. The government, which has helped in the construction, put up as much as 50 percent of the price in some of them. But it maintains tight control on sites, prices and decor. It also approves the designs.

Government planners, who determine the type of tourist they want in Portugal, have spread out the luxury hotels so that they more or less span the

coastline and serve as magnets for additional development and construction nearby.

These hotels include the Algarve, on Praia da Rocha, long a fashionable resort; the Alvor, on Alvor Beach; the Balala, at A'buieira, probably the most swinging town in the Algarve; the Dona Filipa, at Vale do Lobo, and the Penina.

Penina and Dona Filipa have 18-hole golf courses, and make a pitch for the American, the British and the European golfer. All these luxury hotels charge similar rates, which are set by the government. Price per person ranges from \$21 a day with meals included.

Developers and tourists complain that there are not enough of the so-called first class hotels where the rates are \$5.70 a day per couple, up to \$24 a day with meals. Government experts agree, but say they don't want the Algarve spoiled and overrun by thousands in search of a cheap bed and a cheap meal.

"We want to have a certain type of tourist," said a government official. "We want people who will be compatible with the easy ways of the Algarve, who want to play golf, perhaps gamble, go sightseeing, and relax. We don't really want swingers and an awful lot of young people."

Torralla

The government official's concept is reflected in the decor of the hotels, which is not quite Miami Beach. Only the Algarve Hotel has pretensions of flash, but this is muted by the management and the middle-aged clientele.

One of the biggest operators in the Algarve is the International Holiday Club, which runs

Torralla, a complex of 11-story apartment hotels in Alvor Beach. Torralla—or high tower—sells the apartments, guarantees a 10 percent return on the purchase price, and is involved with Anglopac, a construction company. It not only has government funds behind it, but Belgian oil money.

The International Holiday Club has ambitious plans on its drawing boards, and it is forging ahead. Most of the apartment buyers, by the way, are Portuguese. Most of its guests are British, Americans and West Germans, followed by Swedes and French.

In the spring it will inaugurate a brand-new \$4 million first class hotel next to the towers. It plans an additional six towers, a complex of villas nearby, at Quinta Santa Florença, and a development at Troil, south of Lisbon. The company is also enlarging a hotel it owns close to Cape St. Vincent.

So far—in hotels, apartment hotels and other developments—the club has invested more than \$14 million. Its future plans call for an additional investment of \$11.5 million.

The club has been criticized for putting up the tall, Brazilian-style buildings right on Alvor Beach. Its officials, however, defend their architecture, their moderate prices, and the business they bring not only to the Algarve but to Portugal.

Like other big developers, the club grows much of its own food, bottles its own wine, and buys all its furniture in Portugal. It manages apartments of the foreign and domestic buyers, and promotes them.

It is hard to determine exactly how the club is able to pay 10 percent on the apartments, but Portuguese financial experts explain that its cash flow is swelled by the tax advantages given investors in tourism facilities and long-term government—guaranteed loans.

The government itself has made the cost of tourist development higher, which favors

the promoters who got in early. Until recently, the tourist fund either made low-interest loans of up to 50 percent of the cost of the tourist project, or guaranteed a low-interest, long-term 50 percent bank loan. Now the government will match the amount put up by Portuguese investors, and the rest must come from the foreign investor.

The interest rate has also gone up—from 4 to 4 1/2 percent in 1968 to 7 percent. Loans now must be repaid in 12 years, instead of 28 years. The investors who got in the Algarve in the beginning, however, had a field day—they received no-interest loans repayable in 29 years.

Occupancy Rate

Government experts figure that hotels in the Algarve—and tourist villages—are profitable if they can manage to keep 55 percent of their rooms occupied. This figure includes the off-season, from December to March, when hotels are nearly empty.

The experts and the promoters, however, figure that once the casinos get going occupancy will go up. They claim that right now the 2,300 hotels beds, and 1,680 beds in boarding houses, privately-owned inns and state-owned "pousadas" are not enough. An increase of 300 hotel beds is planned by 1972, and 1,500 more by 1973.

The promoters are looking beyond the hotel rooms and all the problems that go with running a hotel. They are trying to obtain government approval for the construction of more tourist villages. This way they can sell the houses to foreign or Portuguese buyers, and rent them when the owners are away.

Most developers don't want to guarantee any return, but simply collect a fee for renting the villa and a flat yearly charge for maintenance.

One such development is Vilalara, probably one of the most exquisite complexes of villas and apartments anywhere

in the world. It sits facing the Atlantic on a promontory, the Algarvian-style apartments and villas facing the Atlantic. The prices: from \$30,000 for an apartment, up to \$80,000 for a villa. The weekly rents are reasonable, from \$50 a week per couple in the low season, to \$104 a week per person in the high season.

Labor Shortage

But there is a problem in the Algarve, a shortage of labor. Skilled workers are hard to find, and hard to keep, particularly in construction jobs. One reason is that the wages are low: \$3.50 a day. Skilled workers prefer to emigrate to France or West Germany, where the wages are higher and where they qualify for social security and other benefits.

The government, aware that the big investment in hotels and tourist facilities requires trained help, has opened schools to train waiters, bartenders, chambermaids, cooks and room clerks. Some of them are encouraged to learn English, the lingua franca of the tourist resort world.

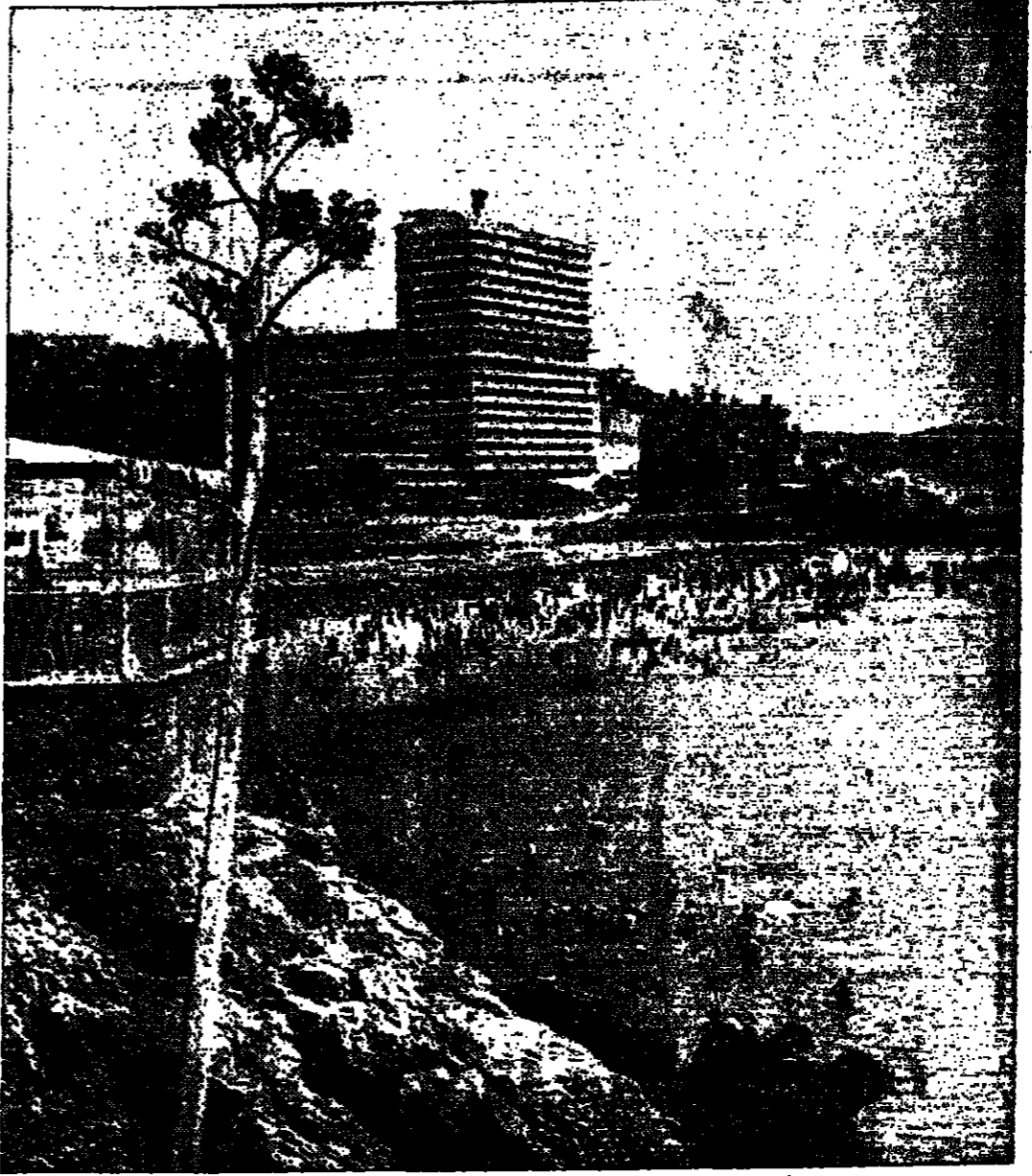
All the activity has sent up the price of land, particularly along the shore, where lots often sell for \$8 a square foot and more. But prices away from the seashore, on the hills where the almond trees grow, are moderate.

A few tourists, after a look at the Algarve, have decided to stay and become farmers. They figure the hotels and the tourist villages present a ready market. Some are experienced farmers, who know the problems of large tract farming. Others are amateurs, intent on riding the boom and making a fast fortune. One amateur sold a Stradivarius violin to raise the cash to get into the Algarve farming act.

The deep-sea fishing is excellent and so is the hunting for rabbits and small game birds.

The past, however, intrudes everywhere in the Algarve. There are Neolithic ruins, and relics and ruins of the Phoenicians, the Greeks and the Romans who were there. The Moors, too, left their mark, which survives in the architecture of the Algarve, and which is being perpetuated in the construction for the tourists.

But more important than them all, perhaps, is the school of Henry the Navigator at desolate, windswept Cape St. Vincent. More than four centuries ago his ships set out to sea from the Algarve and laid the basis for the great land discoveries. Christopher Columbus was in the Algarve, too. In a way Cape St. Vincent was the Cape Kennedy of the 15th century.

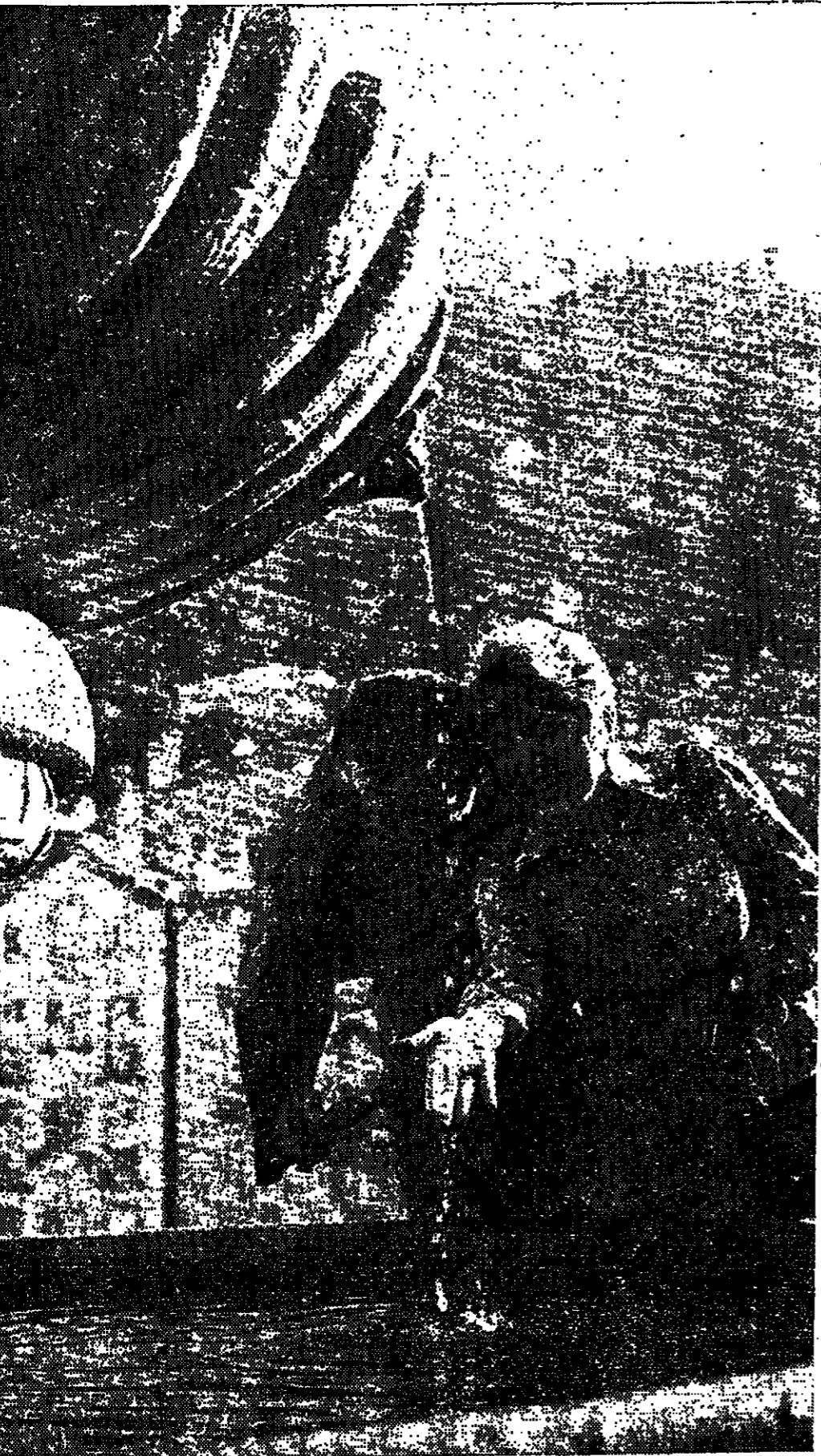


Above: Estoril's irregular coastline provides many beaches and rocky promontories, attracts hotel development as well as private housing and helps to account for its position as a year-round tourist center.



At right: A Lisbon street scene.

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PORTUGAL

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Casa de Portugal
7, Rue Scribe—Paris 8ème
London
Portuguese Trade and Tourist Office
25, Lower Regent Street, S.W.1.
and also at the other Portuguese Tourist Offices all over the world:
New York, Montreal, Rio de Janeiro, Madrid, Genève, Viena, Brussels, Amsterdam, Bonn, Hamburg, Munich, Geneva, Copenhagen, Stockholm, Rome and Milan.

Paris

Region

(Continued from Page 11)
protest slogan "Métro, boulot, dodo" (subway, job, sleep).

Although the fees may be unique, other rules for governing the development of major cities seem to be the same, according to Mr. Cuny. Official approval to locate is necessary in the London region, he said. It is also obligatory in Moscow, which he visited recently.

"The problems are the same whether the investor is public or private," he said. "We have the same problem with state-owned Renault as with Citroën. Russian regional planners also discuss sites with leaders of their auto industry."

Business

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Lisbon: Vast Area for Investment

(Continued from Page 11)

lean high rollers to Estoril, where the blackjack and crap tables at the casino are especially for them. They are lodged at the Estoril Sol Hotel, which looks as if it had been transported from the Caribbean.

Some of the Americans who come to gamble grumble that Estoril is not like Las Vegas, and that they would like to see some racy girls show to spice the action. But Portuguese officials say this is not about to happen.

"We want to preserve Estoril's aristocratic reputation," they say.

Estoril, in fact, has more to offer than the green baize of the gaming tables. Its beach is superb, it has a good golf course, and the view from its hillside highlights the bay.

Developers have built apartments which they sell to investors and which they manage and rent for the owners. Most developers do not guarantee a return, but they claim the demand is greater than the supply.

One of Estoril's decided attractions is that it lies between Lisbon and Cascais, a swinging fishing village where yachts are moored beside fishing boats with hull lines inherited from the Phoenicians. Cascais has no girls shows, but it abounds in discotheques, buffets, inns, boarding and apartment houses and little restaurants that specialize in seafood.

The tourist who wants something more than gambling and swimming can enjoy himself quietly in Lisbon, wandering in the Low City, which is vaguely reminiscent of Rio de Janeiro, its South American offspring, except that the gaiety, the noise and the fashionable dress are missing.

Then there is the old quarter, the Alfama, which is steep, and where the narrow streets are often joined by steps. Hang-

ing from balconies will be laundry put out to dry in the open air. At night its restaurants are lively, and the melancholy strains of the fado, played on a 12-string guitar and sung by a woman, can be heard.

Again, the Alfama is reminiscent of Rio, and once more the contrast between the parent and the offspring is striking. The museums are excellent, but Lisbon's gem is the "Adoration of St. Vincent," painted by Nuno Gonçalves in the 15th century. The "Adoration's" six panels are among the world's great works of art. They are on view at the Museum of Ancient Art.

The Portuguese used to build castles the way they now put up hotels, and Lisbon has several of these ancient fortresses. One of the most rugged is the Belem Tower, which stands at the water's edge on the Tagus.

Not all the hotels in Lisbon are new. There are some fine boarding houses in old mansions. One of the most attractive is York House, an unlikely name for a former convent, where the owner will allow guests to explore secret passages.

Portuguese officials are well aware of Lisbon's attractions and want to package them with the roulette and crap tables at Estoril and the discotheques and restaurants at Cascais, and encourage tourists to use the capital as a base for visiting nearby attractions, which are slated for future development.

Until recently, the government was wary of tourism as an industry. Now it is committed to tourism, and it has invested large sums in glass and stone. To keep the tourists coming, it has allowed an increasing number of charter flights, a decision which has created a division within the government—between those

who support the charters and those who argue that charters will cut into the profits of the Portuguese airline.

There is no question that tourists are helping Portugal's economy. Government officials expect that the demand created by tourists will keep Portuguese workers at home and reduce emigration to other European countries.

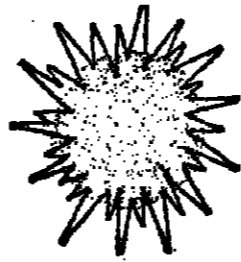
In 1971 the government will spend \$700,000 to train workers for the tourist industry. The amount is not staggering, when it is considered that Portugal will spend \$600,000—almost an equal sum—to promote the country as a tourist center. Officials claim that the training is few complaints on the quality of the service provided by the graduates of state-run schools for hotel help. The government has also begun university-level courses in hotel management and intends to have graduates participate in the boom.

To keep investors happy, the Tourist Commission has changed its method of approving projects. Now, if an investor submits a plan and hears no word of approval or disapproval within 90 days, he can automatically consider that he has been given a green light.

The Portuguese feel confident that the country is fast becoming a big and profitable tourist center. They don't advertise the fact, but they believe that the racial and political problems in other countries that cater to tourists make Portugal increasingly attractive to investors and tourists alike. "The country, in effect, appears to be relatively stable, and the government, despite challenges by the opposition and a guerrilla war in its African possessions, is very much in control."

The present development plan ends in 1973. Officials claim they are on target and that "the boom is well on its way."

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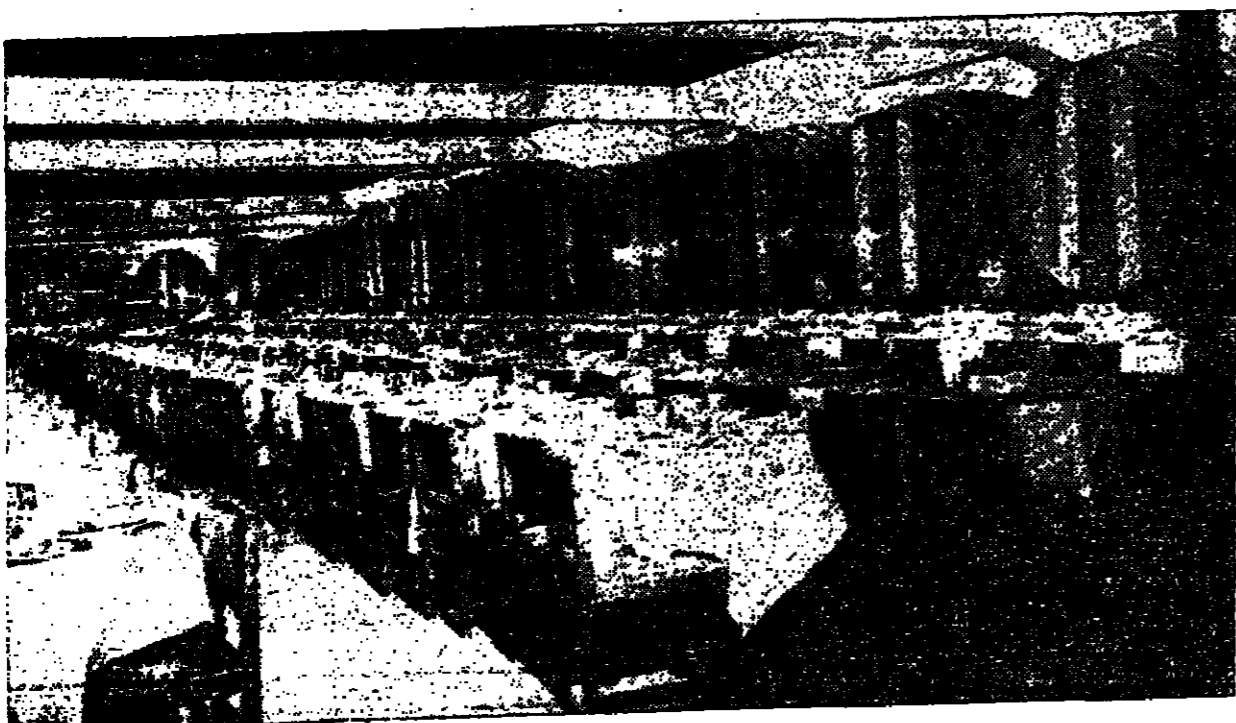
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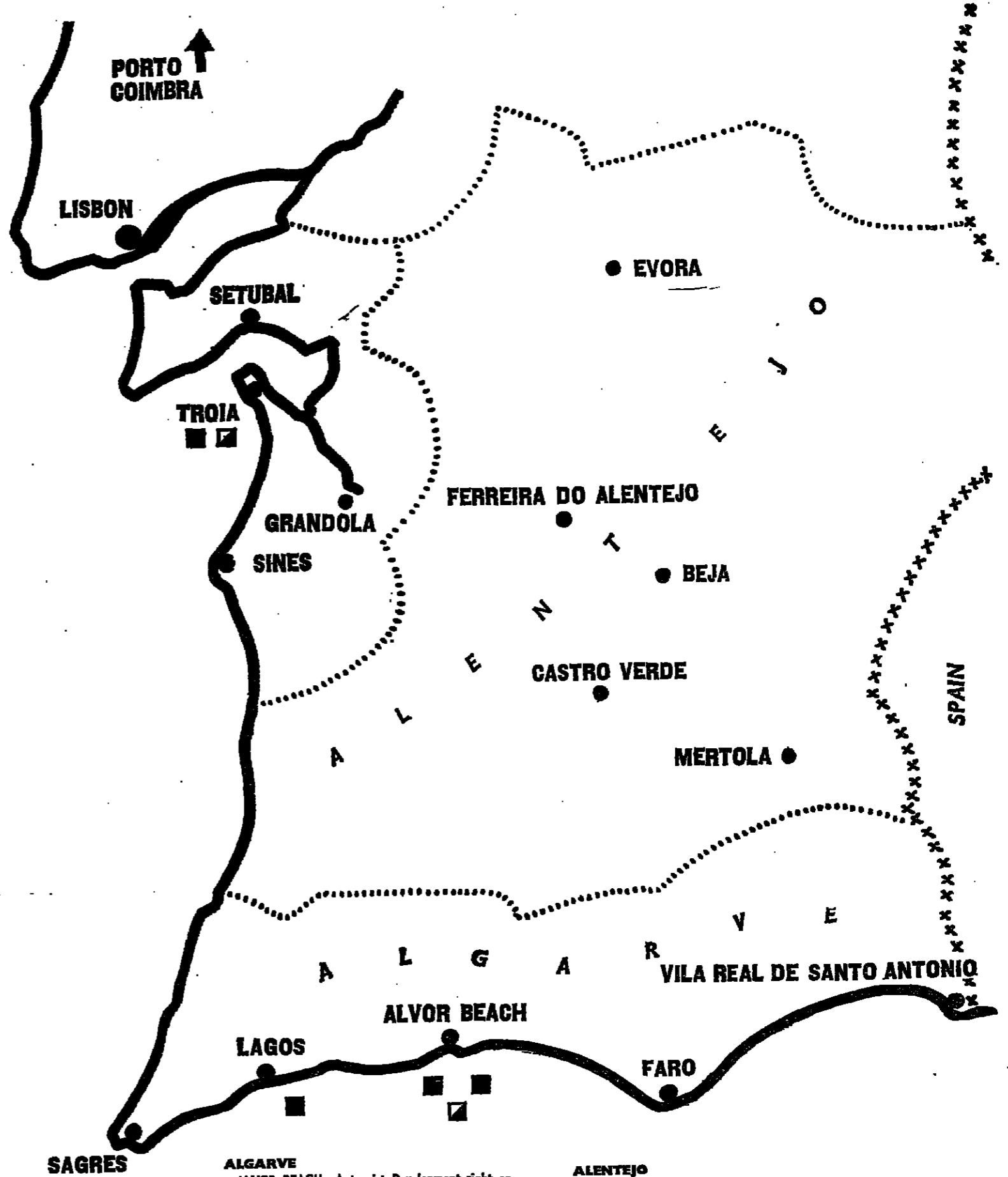
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Typical hunting house in Alentejo.

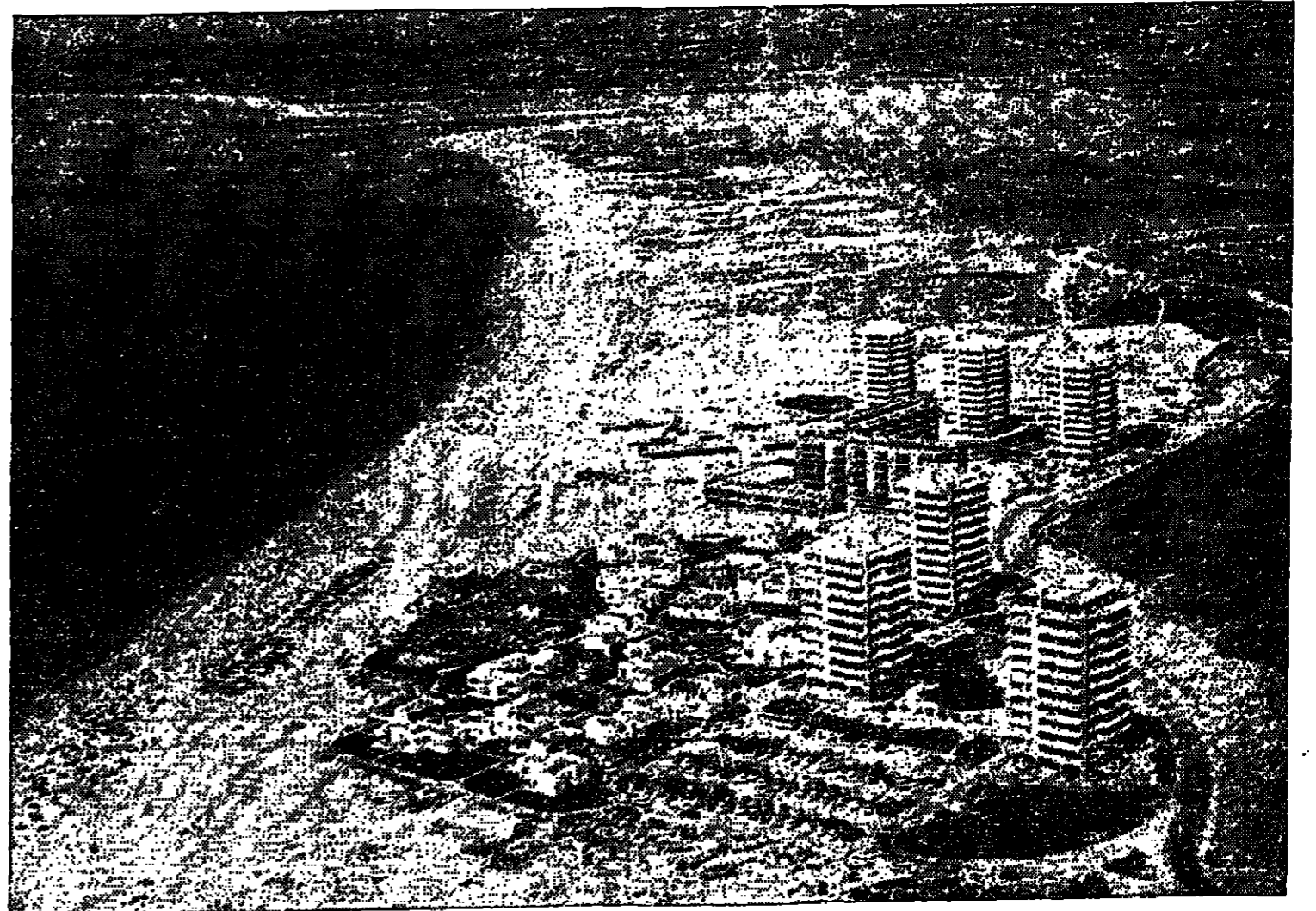


Adega—Typical Restaurant—Alvor, Algarve.

Tourist Development—Alvor, Algarve.



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Italy Mezzogiorno Bidding for Industry

(Continued from Page 11)

are very much like those cited by other companies that have settled in the Mezzogiorno, from the Rome suburbs south to Naples, Bari and Sicily. Franco Stanzani, sole administrator of McQuay Europa, half owned by McQuay of Minneapolis, notes the previously mentioned financial incentives that were taken advantage of when the company established in Ariccia—just south of Rome—in the spring of 1969. Now the plant, which manufactures central air conditioning systems, has made application for a loan to expand facilities by one-fourth next summer.

"I don't say we didn't have problems (setting up in the Mezzogiorno)," Mr. Stanzani says. "But we didn't have big problems. IASM helped in setting up a cost-accounting system. We found a very stable work force, with little turnover. And we have been able to hire people from two nearby technical schools."

Special Schools

The two technical schools were not established by the Cassa Per il Mezzogiorno, but ten other schools in the south have been set up to train mechanics, machine operators and other skilled workers. To create the skilled labor force needed in the Mezzogiorno it, as Mr. Turco put it, the gap

between south and north of Italy is to be closed, the Italian government and the Cassa Per il Mezzogiorno have taken some significant steps:

● The Ministry of Education has created 280 industrial professional institutes in the south to train about 30,000 school dropouts each year. Courses cover the normal range of basic technical training in such areas as electromechanical and radio technology. Of course, industries taking on such trainees have to expect to devote some on-the-job training to them.

● The Ministry of Labor provides short-term technical industrial courses for almost 30,000 students a year. The courses are operated in cooperation with local industry and unions and they cover the range of basic industrial skills designed to fill local industrial needs.

● The Cassa Per il Mezzogiorno and the Institute for Industrial Reconstruction have sponsored the major type of industrial training found in the south. The 10 aforementioned schools have been established to fulfill the immense need for highly skilled and competent technicians required by the increasingly complex industries investing in the Mezzogiorno. These training centers are in Naples, Bari, Taranto, Chieti, Cagliari, Caserta, Syracuse, Crotona, Reggio Calabria and Latina.

Although the training centers are under the authority of the

Cassa, control of them is shared with local industry and local and national industrial associations, with the cooperation of local chambers of commerce and local town councils. The buildings and equipment of the centers are provided by the Cassa and the courses usually last two years. They are operated, as much as possible, on industrial lines, with pupils working and training on the types of machinery they will use on the job.

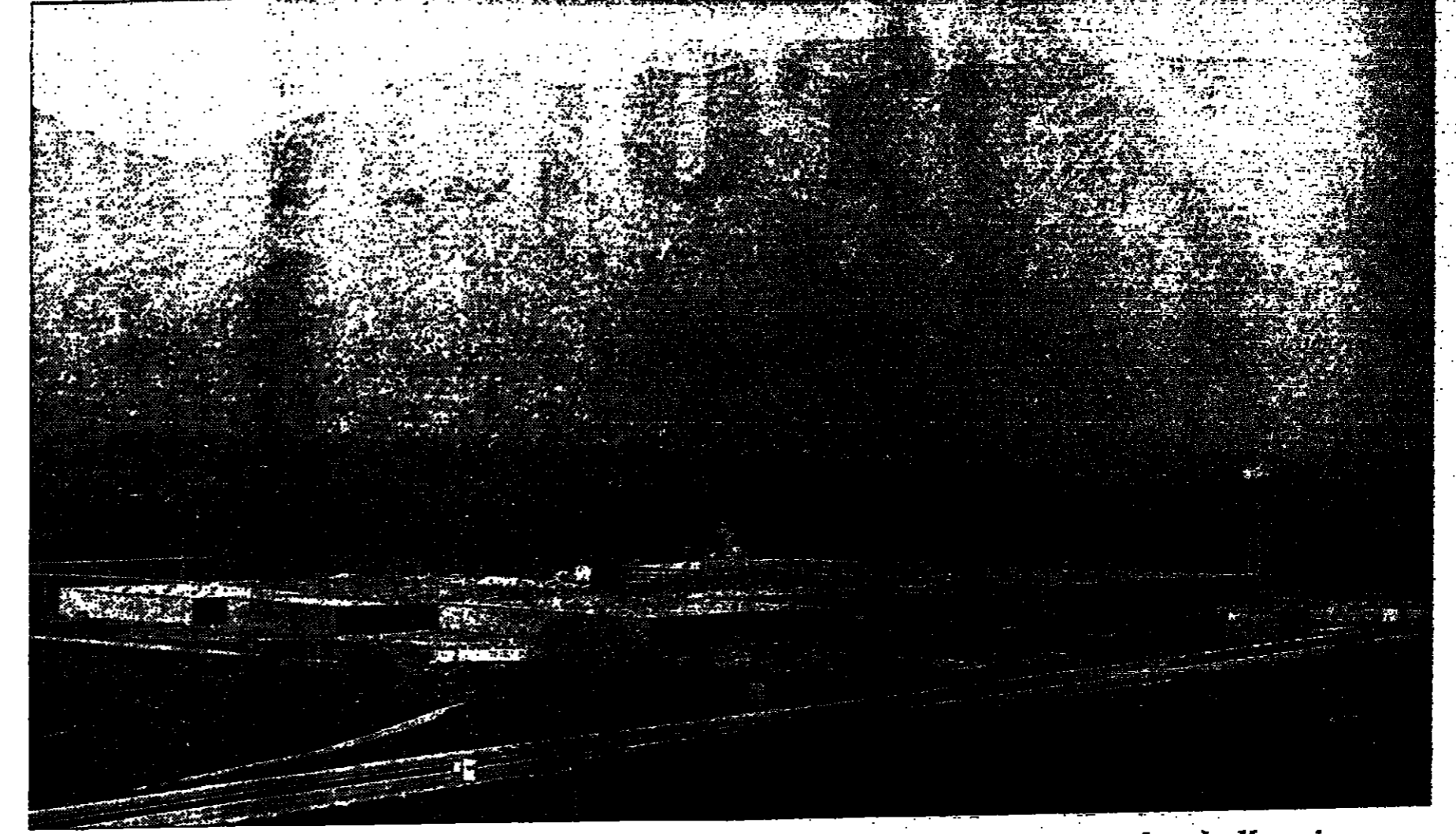
The Cassa, as well, helps finance crash courses for workers at new factories or where retraining is necessary because of the introduction of new machinery.

Trainability

Still, being able to hire skilled operators and mechanics is a problem at many plants. But the trainability of the far-oriented labor force gets glowing testimonials from Johnson & Johnson and McQuay Europa. At Klopman International, too, the director of advertising and promotion—Ned Garvey—notes that when the Klopman plant in Frosinone began production in 1968 "we found people who didn't know a loom from a company producing polyester cotton." Mr. Garvey says, "we have extremely efficient production." The plant's supervisors were sent to the United States for training and they, in turn, have trained others on the job.

Investment figures perhaps can reflect the confidence of Klopman in the efficiency of production: Investment has been well over \$15 million. Mr. Garvey says, "And we have increased production facilities 43 percent since 1968. We have about 1,000 employees, which represents a 20 percent increase over the original work force."

While the caliber of the labor pool certainly needs uplifting, the quantity of manpower is also equaled in Europe. Unfortunately for the Mezzogiorno, but



The vast Frosinone plant of Klopman International, one of many industrial concerns attracted to the Mezzogiorno.

fortunately for investors, the immense oversupply of labor is estimated at between a million and two million persons. What's more, the size of this oversupply is expected to increase during the next 20 years while in the rest of the Common Market the manpower situation is likely to become tight.

Comparisons

The size of the surplus labor force, of course, dictates a low cost of manpower. According to Italy's economic intelligence unit, the average gross hourly wage in manufacturing in 1967 in the Common Market compared this way: Mezzogiorno

\$49, Italy \$71, France \$85, Netherlands \$98, Belgium \$104, Germany \$117, Luxembourg \$130.

Labor may be the most important resource in which the Mezzogiorno is richer than its European partners, but its other resources compare favorably, at the very least, to those of Common Market members. Foremost of these other resources is space, plenty of it and cheap. Much of it is located near excellent ports, airports, railways and modern motorways.

Rastoni, a refinery in Augusta, owned by Standard Oil of New Jersey, notes that the main reason for being in Sicily is its position adjacent to one of the

finest harbors in Italy, and its relative access to the Mideast oil. The harbor of Augusta, which is used by the NATO base, is viable virtually every day of the year.

Klopman, too, found its location excellent. Mr. Garvey says: "We're in the right place. We've been able to get plenty of land (in Frosinone) in order to build a total humidity and heat-controlled plant. We start with raw fabric and finish the polyester cotton completely under one roof. That takes space."

And transportation? "We found that the road network—most of our shipments are by truck—is a pretty efficient system of traffic," Mr. Garvey

says. "We ship some to South Africa and we ship some to Greece. But about 75 percent of our goods go north. As long as we ship within the EEC, the transportation costs are not prohibitive."

The main roadways of the Italian subcontinent system are complete and it is possible to travel from the Mont Blanc tunnel near Aosta in the northwest via Milan, Florence, Rome to Reggio Calabria at the toe of the country. More than half of the Adriatic motorway, joining Bologna and Bari, also is operating and the remainder is scheduled for completion by next year. The west and east coasts are also connected by auto-roads between Bari and Naples

and a connection between Rome and Pescara is almost complete. With the main network nearly finished, it takes only a day to deliver goods from the southern peninsula to any of the main cities or towns of Italy.

And there are the railways, most of which are electrified and equipped with diesel engines. Discounts for transporting goods in the Mezzogiorno, to or from plants, are available. And large-scale users of the railways can negotiate special prices for moving their goods.

There are 18 airports available to civil aircraft in the Mezzogiorno—Rome, Naples, Palermo and Catania being the main international fields. A new international (Continued on Next Page)

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Venice:

'It Is No Longer Sinking, It Is Rising'

VENICE (WP)—There are no more ship builders and glass blowers and civic life, too, in Venice has irrevocably changed. There are new industries with new demands. And the more important industry is that dealing with impatient tourists in huge numbers, who are reluctant to talk, demand, or at least pressure to be demanding, the mechanized comforts of home. The old buildings can be preserved, the economy and the life style that created them cannot.

And yet, with wisdom, skill, restraint and most of all a humanistic rather than a progressive approach, Venice could come to life as a place to live as well as to visit without forfeiture of all the values that make it pre-eminent as a magnificent collective work of art. This requires more than preservation and restoration. It also requires what has been called "conservative surgery," removing dead urban tissue, replacing it with modern structures of the same scale. It requires the courage to limit growth and densities by building satellite towns for new industry and commerce.

Vital Purpose

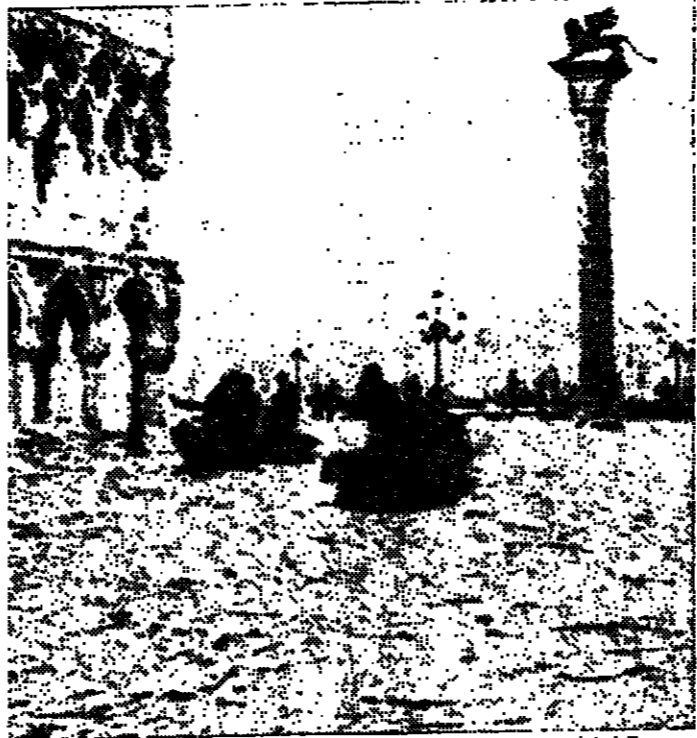
But most of all it requires a new indigenous, vital purpose. Professor Terzio Pignatti is a leader of the Venice Island of Studies program that hopes to provide just that by making Venice a world university city.

"Venice is no longer sinking," says Prof. Pignatti, an art historian who is deeply involved in the effort to save the ancient city. "It is now rising."

Rising to what? Can Venice be preserved not only as an incredible art museum but also as the incredibly lovable and ideal city that should have long ago inspired the urban design of other cities—but never did? Or will its preservation merely spur further hectic growth and crowding, vulgar commercialization and efforts "to bring Venice up to date," as has been suggested, as a Venetian Disneyland?

Decay Danger

The more immediate danger, to be sure, is not "progress" but decay. It is not only that Venice will continue to sink, but also that it is flooded, shaken in its foundations by the wake of motor boats and chemical erosion. With financial and technical help from all over the world these problems are now being attacked.



When the Adriatic invaded St. Mark's Square in 1968.

The islands on which Venice is built have sunk approximately 30 feet since the Bronze Age, 5 to 6 feet since Roman times and an alarming 2 inches in the past 15 years. This acceleration is apparently due to a vastly increased water consumption by industries in the city's mainland suburbs. Instead of letting them pump water out of underground reservoirs, the Italian government proposes to build an aqueduct to bring it in from inland regions.

The flooding is almost chronic. In the last catastrophic flood, four years ago, storm waves surged from the Adriatic into the Venetian lagoon, pounding across the Piazza San Marco. According to Prof. Pignatti, the Italian government plans to spend \$100 million to build three sea-locks, similar to those used in the Netherlands, to keep storms out but let shipping in.

To keep the ships with their polluting and vibrating motors at a safe distance from the old city, however, a new channel to the Venice port at Mestre (the second busiest in Italy) will have to be dredged. It may also be necessary further to restrict motor boats on the canals. They are now subject to a speed limit to reduce the

turbulence that shakes the crumbling walls.

Venice will also have to ban the use of noxious fuels whose sulphurous acid, combined with the salt in the air, corrodes Venice's famous statuary and carved stone. Some of the decay can now be arrested with polyester resin, says Prof. Pignatti.

Restoration Plans

But restoration on any significant scale is just beginning. It is largely sponsored by the UNESCO Save Venice Campaign and the Venice Committee of the International Fund for Monuments.

By the end of the 17th century Venice had long passed the apogee of its political, military and commercial power. But it was still at its creative best, no doubt the most beautiful city in the world, rivaled only perhaps by Peking. Its artistic glory, to be sure, did not solve its social problems. Were they ever solved? "The beauty, the brilliance, the artistic grandeur of Venice had to be paid for with despotism, corruption, slavery and the horrors of a tribunal that could successfully compete with the

Inquisition in its brutality, hypocrisy and secret crimes," writes the historian E. A. Gutzkow.

Yet the physical order, the livability, if you will, created by Venice was even better than its makers knew. In fact, as Lewis Mumford has pointed out, medieval Venice "brilliantly anticipated the best inventions of 20th-century planning." There is, to begin with, the strict separation between pedestrians and vehicular, or rather, boat traffic. The Grand Canal is the city's best artery, taking the fast-moving, bulky boats around the delicate, interior organism. The small, slow boats move separately on a network of minor canals, minor arteries and capillaries, as it were. "The floating of this rational principle of design by progressive highway engineers," says Mr. Mumford, "has brought disorder and ruin to the cities that have been the victims of their complacent malpractices."

Special Zoning

Equally important as a planning principle that also grew out of Venice's island location is its division into distinct neighborhoods or parishes. The tourist usually fails to realize that the pattern of St. Mark's is repeated on a smaller scale in each of them. Each has its square, its fountain, its church, its school and often its guildhall and each—this is important—has its own share of palaces and wealthy homes. Each therefore also receives its share of municipal attention and services that the rich usually enjoy. There are no neglected, poor neighborhoods that turn into slums.

Venice furthermore has what Mr. Mumford calls "functional zoning," that is, each island-parish is devoted to a special purpose—ship building, glass blowing and so forth. This principle was still carried on in the 19th century when the Lido became a seashore resort.

What held the neighborhood and parish people of Venice together as one inordinately creative community were their city-wide ceremonies. Venice is designed as a festive city, a city of public celebration, of color and vitality and music, of urban arts that could not help producing great art. "For all its vanity and its villany," writes Mr. Mumford, "it touched some of its highest moments in Venice."

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TAP PORTUGUESE AIRWAYS

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Sicily

(Continued from Page 11)

and historical interest, but there was much more—a modern hotel infrastructure accommodating great numbers of travelers, and the ease with which those areas could be reached.

The problem of bringing tourists to other areas of the Mezzogiorno, including Sicily and Sardinia, has not been in creating points of interest, but in creating the means to bring them to the riches that exist and to accommodate them when they arrive.

The Cassa Per il Mezzogiorno, the Italian government and local enterprise, has opened up many new areas in recent years by creating railway connections, airfields and highways. In Sicily, the areas most recently being developed for tourist use are the south coast between Selinunte and Agrigento, which contains a picturesque, sandy coastline and outstanding Greek architecture.

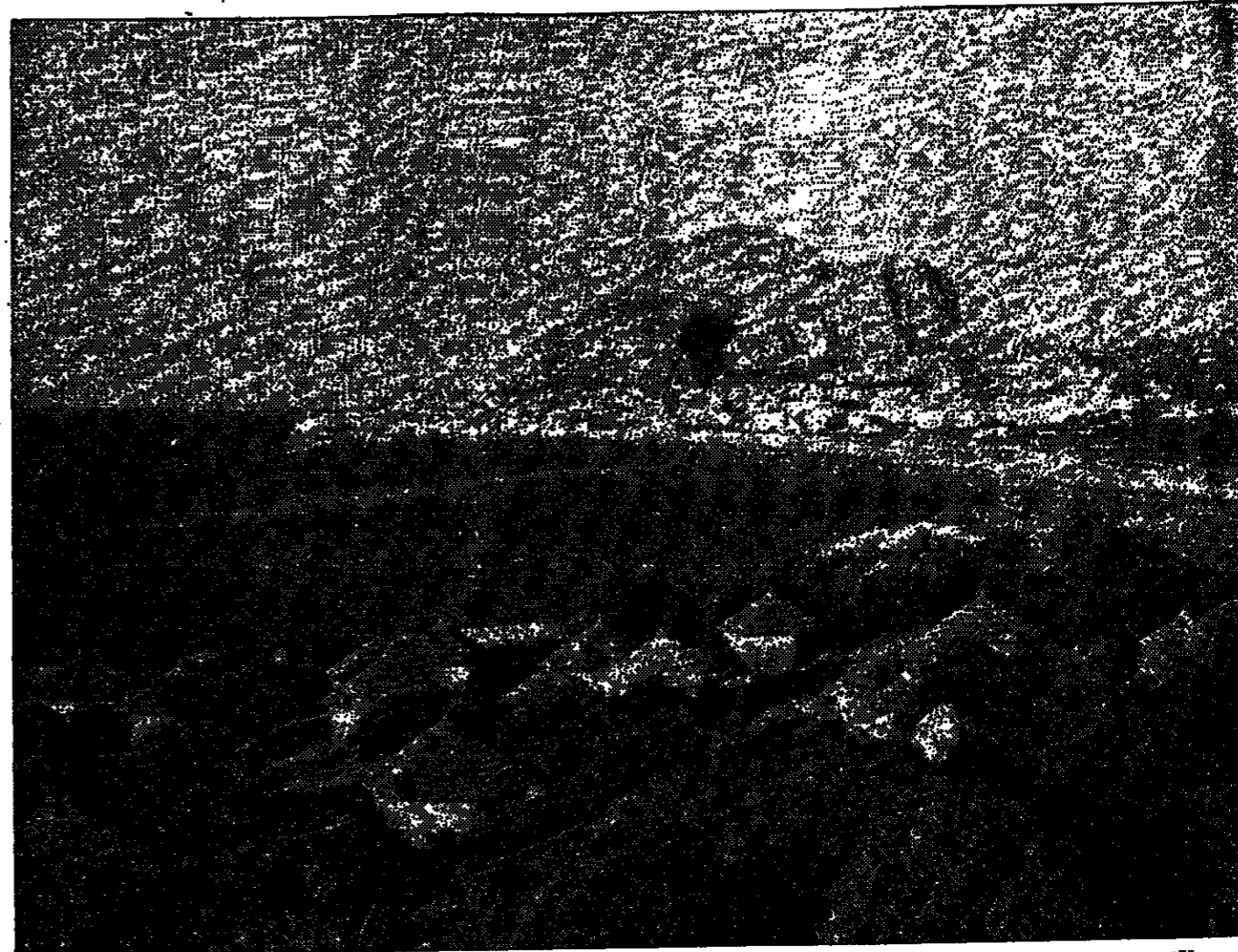
Focal Points

The famous ancient Greek city of Syracuse on Sicily's east coast, below Catania, also has been earmarked for tourist development, along with the Lipari group of small islands, including Stromboli, off Sicily's northeast tip.

Still other areas are planned for development, including the north coast of Sicily, with its beautiful village of Cefalù. Already developed in Cefalù is one of the many worldwide encampments of the Club Méditerranée. In Cefalù, the club has one of its typical layouts, village style, of Tahitian-style huts accommodating a total of 1,300 persons.

Jean L'Allimont, director of Club Méditerranée in Italy, says that the Cefalù installation has been so successful since it was begun in 1956 that a modernization is now going on at a cost of about \$333,000. The Cassa Per il Mezzogiorno, as it did with the initial investment of about \$2 million, is providing the financing for the modernization cost. Club Méditerranée has five such installations in the Mezzogiorno and is building six new ones. "We are the biggest hotelier in Italy," Mr. L'Allimont says proudly.

Most of the club's business is provided by tours which its agents arrange in other parts of Europe, including north Italy.



The Club Méditerranée at Cefalù, Sicily, which last year attracted 130,000 people to its growing village of Tahitian-style huts, awaits more guests this year. Constructed in 1956 with an initial investment of \$2 million, this resort is still expanding and modernizing at the rate of \$333,000 in 1971 alone.

And the regional government of Sicily helps by paying 18 percent of the cost of charter flights emanating from Paris and Switzerland, Mr. L'Allimont says. Last year, he notes, the club brought 130,000 persons to Cefalù, 80 percent of them foreigners.

To the long list of Sicily's natural resources, Mr. L'Allimont adds another: "The good people of Sicily, with their great sense of hospitality, are truly gregarious."

Shifting Pattern

The growth of tourist interest may be seen in figures provided by the Institute for Assistance to the Development of Southern Italy (IASM), which found that

the traditional tourist regions in the Mezzogiorno (Naples, Salerno, Catania, Palermo, Messina, etc.) fell behind the other southern areas by 1968 after having attracted the bulk of the market in 1960. Under what IASM labels "nights spent" by tourists in 1960 the traditional areas recorded 6,656,083; the other southern areas 4,874,288. By 1968, the traditional areas recorded 7,148,771 and the other areas 8,376,326. That is a jump of more than 71 percent for the previously untraditional areas, and an overall rise in tourist "nights spent" of about 4 million.

Ironically, Sicily did not help the Mezzogiorno make a good showing for the comparison. In 1960, "nights spent" amounted to 3,919,406 in Sicily; in 1968, it

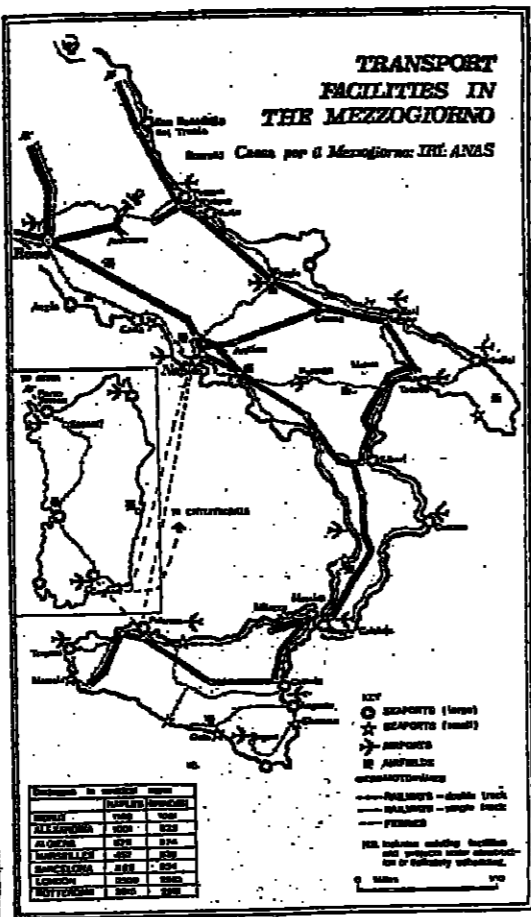
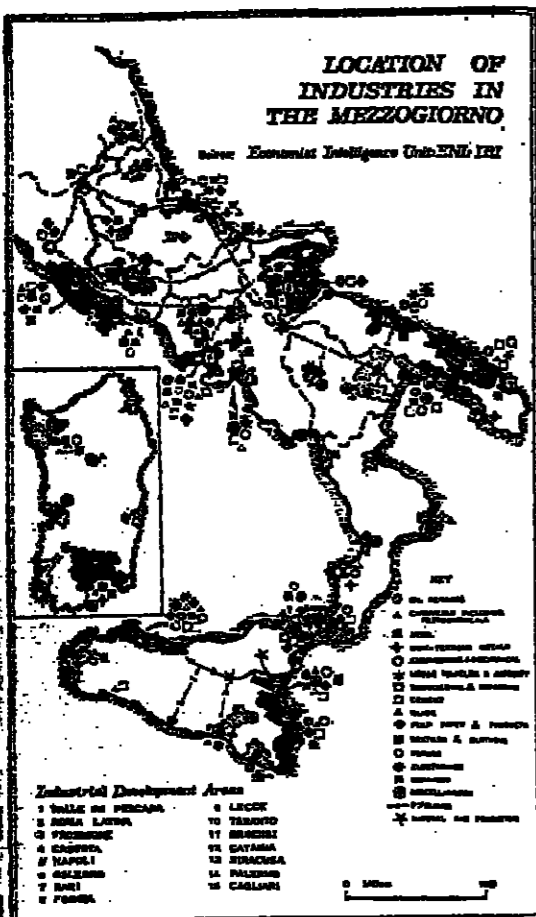
was 3,173,223. The reasons for the decline, according to IASM: An insufficient supply of accommodations as a whole, and a poor distribution of the kinds of accommodations, which were largely in the topmost and lowest categories of hotels, rather than the intermediate levels most frequently sought by tourists. There was, however, a marked uptrend in Sicily's inflow, IASM says, in 1969, but exact figures were not available.

Claudio Alabique of IASM's tourist department, sees a great deal of initiative in the number of hotels and motels built in the Mezzogiorno between 1968 and 1980. "The number of beds represent an increase of between eight and 10 times," he says. If he proves accurate, it is safe

to say that IASM will bear a large measure of the credit.

"IASM is giving free assistance to interested investors," Mr. Alabique says, "beginning with the identification of suitable land." There are 29 preferential tourism areas in the Mezzogiorno, and the general plan of developing them has been prepared by the Cassa Per il Mezzogiorno. Besides the land already identified as suitable, "IASM is always scouting to find more," says Mr. Alabique.

That is not all. IASM also: ● Ascertains what may be most appropriate and economically attractive for an investor according to his objectives and preferences, his available capital and his experience in construction. (Continued on Next Page)



Mezzogiorno: Invitation to World Industry

(Cont. from Preceding Page)

continental airport is planned for Calabria, and national and international fields are being built or planned at Naples, Potenza, Agrigento in Sicily and Olbia on Sardinia. Although Rome is officially just north of the Mezzogiorno, it is the obvious main air entry point to the south, with regular and frequent connections to centers throughout the world. Air freight facilities are available at all Mezzogiorno airports.

Shipping by sea, of course, is one of the great advantages of being in the Mezzogiorno. Besides domestic shipping up and down both sides of the boot on a daily basis, the ports of south Italy are the closest to the East Mediterranean and African markets.

Growing Market

Rosium transports 90 percent of its produce by ship—45 percent of it for the domestic market and the rest to north Europe. It uses trucks and railways for shipping within Sicily. Johnson & Johnson ships by truck, mostly. Although most of its products go to Rome and north Italy, it is developing a

market in the south. And it can buy 70 percent of its raw materials from within a 300-kilometer radius of its Pomezia plant.

General Instrument Corp. in Naples has its main markets in Europe, and—because of the lightness of its electronic components—ships 80 to 90 percent of its goods by air.

The market within the Mezzogiorno itself is growing, with average incomes of the 20 million residents having risen by about 64 percent between 1959 and 1968. And in all of Italy, consumption spending by the 50 million Italians has risen by a quarter between 1963 and 1968, the economic intelligence unit reports. Further, being in the Common Market means that investors in the Mezzogiorno can sell to a tariff-free market of 185 million persons while using the financial and resource advantages available in southern Italy.

Incomes are rising, too, in the heavily populated area of the Mediterranean, and the rapid industrialization of North Africa and the Middle East requires considerable imports of manufactured goods.

Another benefit to Mezzogiorno investors is that by

being in the EEC they can qualify for import tariff reductions under agreements with Greece, Turkey, Lebanon, Israel, Tunisia, Morocco and Algeria.

Key Incentive

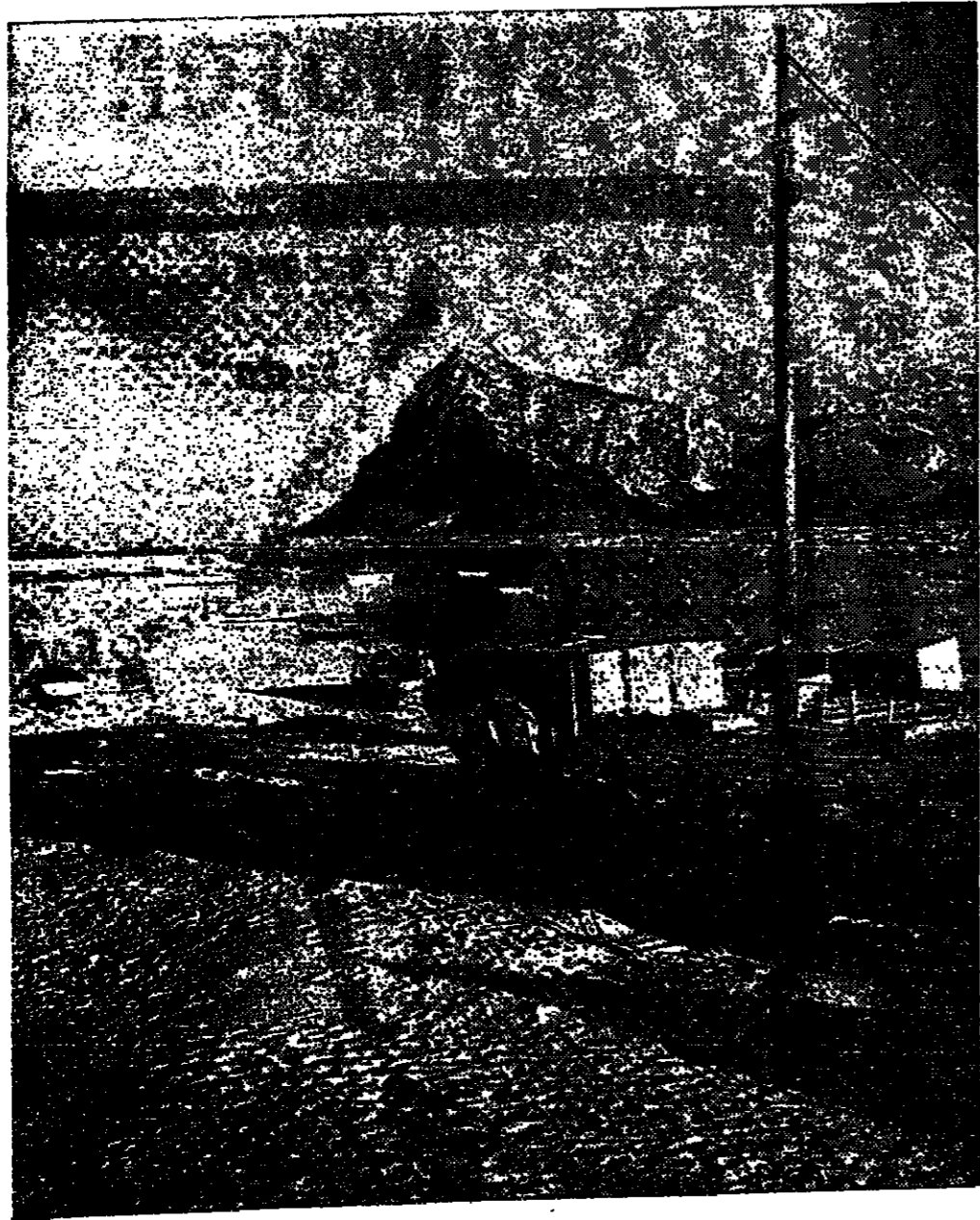
All of this—the resources, the incentives, the market potential—would seem to be enough to insure the success of industrial investment in the Mezzogiorno, providing the company also has good management techniques and a potentially profitable venture. Obviously, without those two qualifications, no degree of incentives are worth considering.

Once the possibility of settling in the Mezzogiorno is considered, however, there is still another plus factor: IASM. Its staff can trim red tape to a minimum, from the initial contemplation of investment to the locating of land, to market analysis, to contact with financial institutes.

And, as the economic intelligence unit puts it, "This... is one of the most significant invisible incentives to investment in the area, especially by foreigners."

2528 HOURS A YEAR THE SUN GLOWS ON SICILY

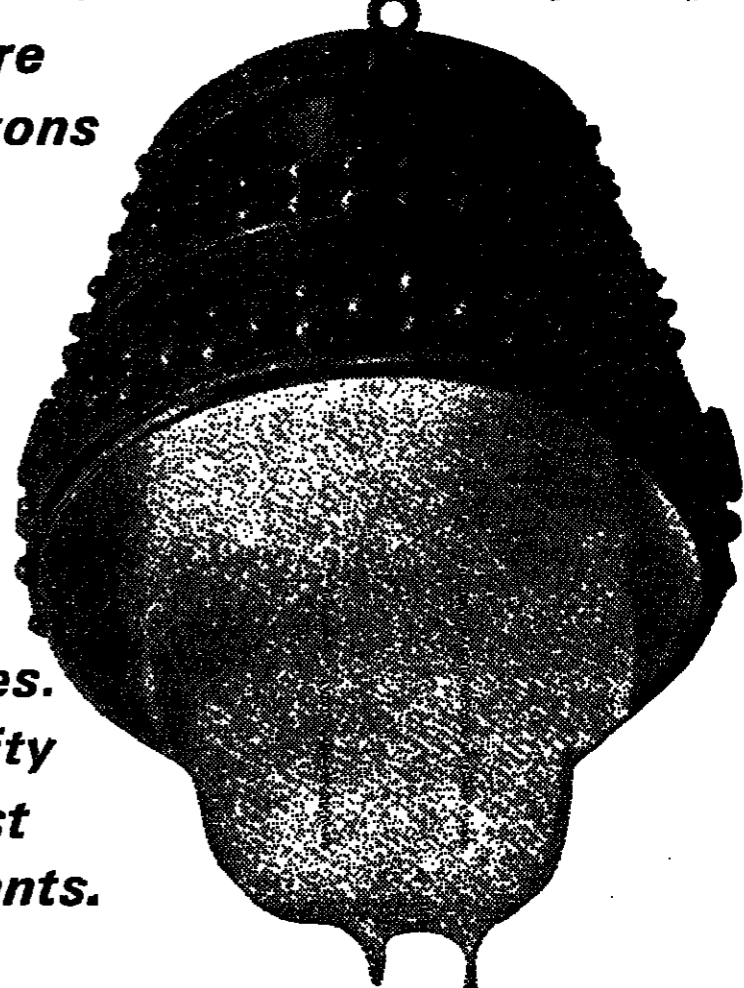
A SUN THAT RIPENS THE ORANGES IN DECEMBER AND MAKES THE ALMOND TREES FLOWER IN JANUARY



GET A JUMP ON SPRING. COME NOW TO SICILY!

INFORMATION: ASSESSORATO DEL TURISMO DELLA REGIONE SICILIANA, VIA EMERIGO AMARI 11, PALERMO

• Steel, the life force of modern industry, is one of the basic products of Fiat. In Italy Fiat is the leading producer of automobiles and all kinds of transportation equipment and has learned that steel is to industry what the soil is to farming. That is why Fiat makes its own steel which goes into its vast array of products. This way, it can be sure of quality and performance. Fiat steel capacity is such that more than 1,000,000 tons a year, stainless steel included, is available for the general market. • Making its own steel is one clear insight into Fiat's dedication to values. It assures continuity of supply and cost control in Fiat plants.



Land, Sea, Air... Fiat Engineering

FIAT



SIR EVERYTHING FROM PETROLEUM

At Porto Torres, one of the largest and most important refineries in Europe, has been constructed...

SOCIETA' ITALIANA RESINE - Via Grazioli, 33 - MILAN - Italy

Sicily

(Continued from Preceding Page)

tional managerial and technical areas.

- Contacts owners of selected lands and/or local bodies to ensure the creation of enterprises under the best conditions.
- Draws up specific investment programs and collaborates with an investor's own planners to ensure that projects comply with legal requirements.
- Fills out the forms, questionnaires and other papers that must be furnished together with applications for financing or for the concession of grants.
- Contacts groups and organizations (Italian and non-Italian) to promote the influx of tourism into the area of investment.
- Assists, both at the collaborative and operational levels, in the association of landowners, builders, hotel proprietors and others to ensure a practical integration of investment planning ability to afford the maximum guarantee of return on investment.

How is it doing so far? "From the inception of the policy of developing tourism in the south," Mr. Alahique says, "the government has helped finance the construction of hotels containing 120,000 beds in the Mezzogiorno." Altogether, the present total of tourist beds in the south is 213,000, he says.

"In general, investors for the most part are from Italy; in part local people, in part from central and northern Italy." The foreign investors, Mr. Alahique says, are mostly from France, Sweden, England and Germany.

Evidence of the expansion of tourism in the Mezzogiorno as a whole is seen in the growth of tourist investment in the region. Financial commitments by the Cassa to hotel developments in the period 1964-1968 totaled \$165 million in loans and direct investments, equivalent to 65 percent of Cassa commitments to hotel developments in the entire period of 1957-1968. Total investment last year in the Mezzogiorno tourist sector were almost \$200 million, of which the Cassa's share was about \$38 million. Of that, \$14.40 million was invested in works of artistic and archaeological interest and \$24 million was spent in backing private investments in hotels and ancillary services.

The financial incentives offered in the Mezzogiorno are considerable:

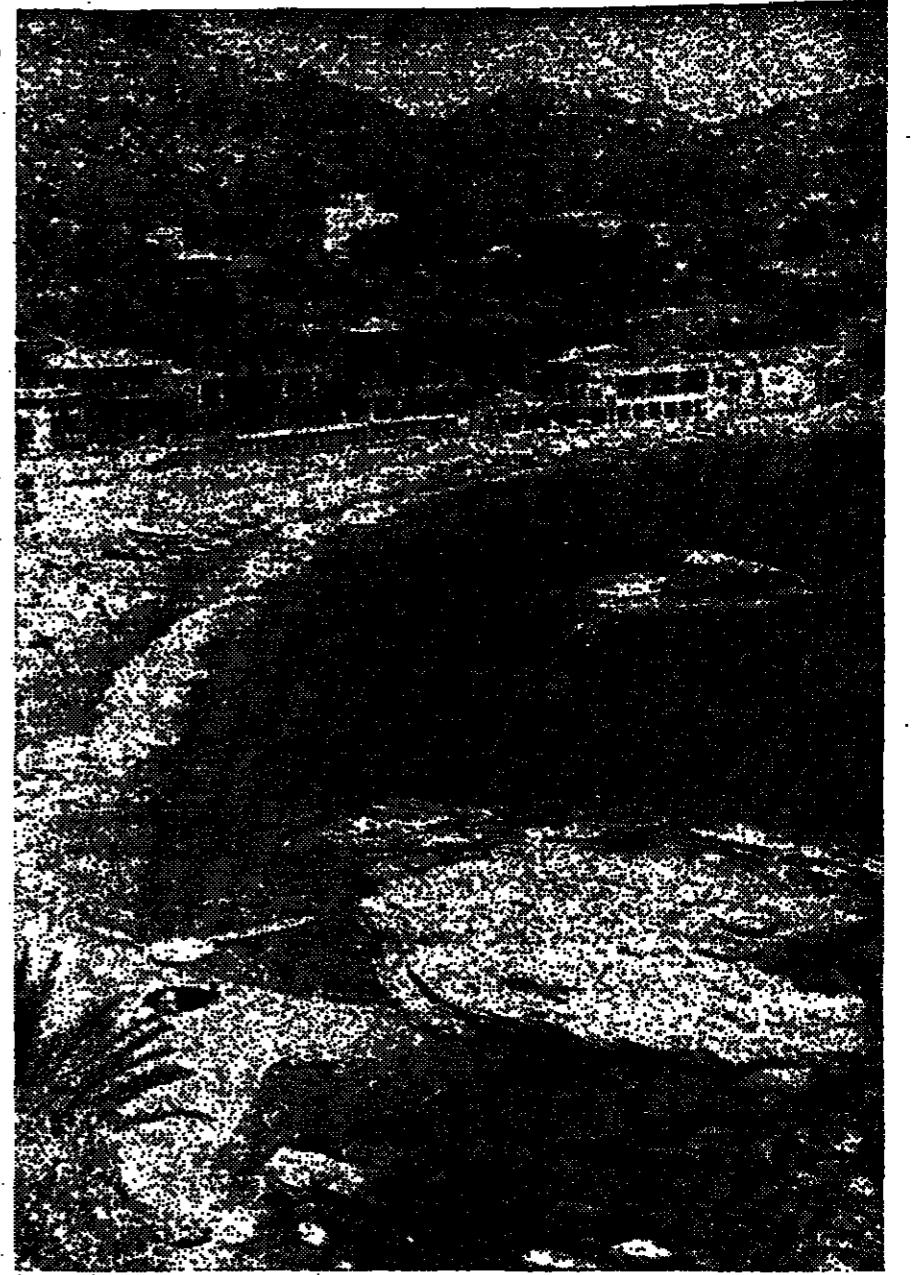
- A 10-year exemption on corporation tax for new ventures in the hotel sector.
- A 10-year exemption from income tax for new hotels. For those that are enlarged or converted, the exemption applies to that portion of the increased income deriving from the modification.
- Loans at 3 percent for up to 70 percent of investments

in hotel construction, expansion or conversion; youth hostels, mountain refuges, camping sites and tourist villages; complementary facilities and services, such as ski lifts or restaurants. The loans for buildings are for 30 years. The degree of assistance depends on the size and characteristics of the investment, and its location.

- Grants for construction, conversion or expansion of buildings used for tourist activity, up to a maximum of 15 percent of total investment.
- Tourist investments in Sicily are given added incentives by the region. These include loans provided wholly by the region and not cumulative with loans provided by the national government. The loans are also for up to 75 percent of the total investment, depending on the size, character and location of the investment. The interest rate is 1 1/2 percent a year on the loans which have a life of 20 years for fixed assets and 10 years for decorations and furnishings.

The region of Sicily also provides grants paid in installments for the purpose of reducing to 1.5 percent the annual rate of interest on that part of any loan obtained on the basis of national laws. There are other grants available, concerning infrastructural facilities and to offset special taxes.

Altogether, that seems like a lot of incentive. But development of the Mezzogiorno is a priority effort. Tourism means business and of course is a potentially large contributor to the area's economic development.



A beach at the foot of the hills in Taormina, a Sicilian resort area enjoying a rebirth in popularity.

The south of Italy is just beginning its growth period in terms of investment and income. And that growth may indeed be swift, not simply because the Mezzogiorno—and Sicily in particular—have the necessary natural equipment for tourism. But because of (1) the increase in motorized tourism, (2) the construction of a service complex that is providing easy accessibility, and (3) the fact that northerners can no longer find uncrowded beaches under a warm sun and with a cool breeze, or find ski runs with room to slalom, elsewhere in Europe.

Furthermore, with standards of living rising in Europe, the cost of traveling to the Mezzogiorno is becoming increasingly realistic for Europeans. Will their rooms be ready?

autostrade spa (IRI Group)
IRI MOTORWAYS IN ITALY

Two spinal north-south routes:

- The famous "Autostrada to the Sun" running from Rome to Naples;
- The "Adriatica" already in operation from Pescara to Vasto,

system will be complete when linked with the Autostrada Salerno-Reggio Calabria, which is being constructed directly by the government. The IRI Group's relatively new system of Autostrade has already brought the Mezzogiorno into close

contact with northern Italy, and therefore with all Europe. Italy, as a country or as a member of the Common Market must be strongly integrated economically and socially. The two north-south Autostrades serve essentially as the short-



and to be completed in 1971 from Vasto to Canosa.

Two east-west routes:

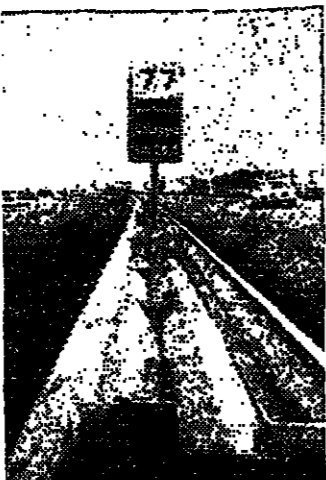
- The "Autostrada of the Two Seas" from Naples to Bari, operating for more than a year;
- The "Jonica" from Bari to Taranto and Sibari, under construction.

A new connection route:

- A highway linking Caserta and Salerno, already projected.

This is the forward looking system of Motorways in the Mezzogiorno (South) of Italy which has been set up by the Organization of the Autostrades of IRI Group. This

Motorway "dei due Mari" (Naples-Bari).



Motorway "dei due Mari" (Naples-Bari) Viaduct o. Omero (937 meters).

est and quickest routes between the highly different northern and southern sections of Italy. We could not call the Autostrades of the Mezzogiorno a "system," however, if it were not for the direct contribution of the cross-country East/West Highway (the Naples-Bari road) toward inter-regional communication in the Mezzogiorno. This accounts in a large part for the increase in land values, local business opportunities, and widespread general development in this area.

The Autostrades are one of the necessary conditions for political and economic development. But they alone are not sufficient. Their func-



Motorway "Adriatica" (Bologna-Canosa) Stretch Ortona-Lanciano. Moro viaduct (1,125 meters).



Motorway "Adriatica" (Bologna-Canosa) Feltrino viaduct (1,305 meters).

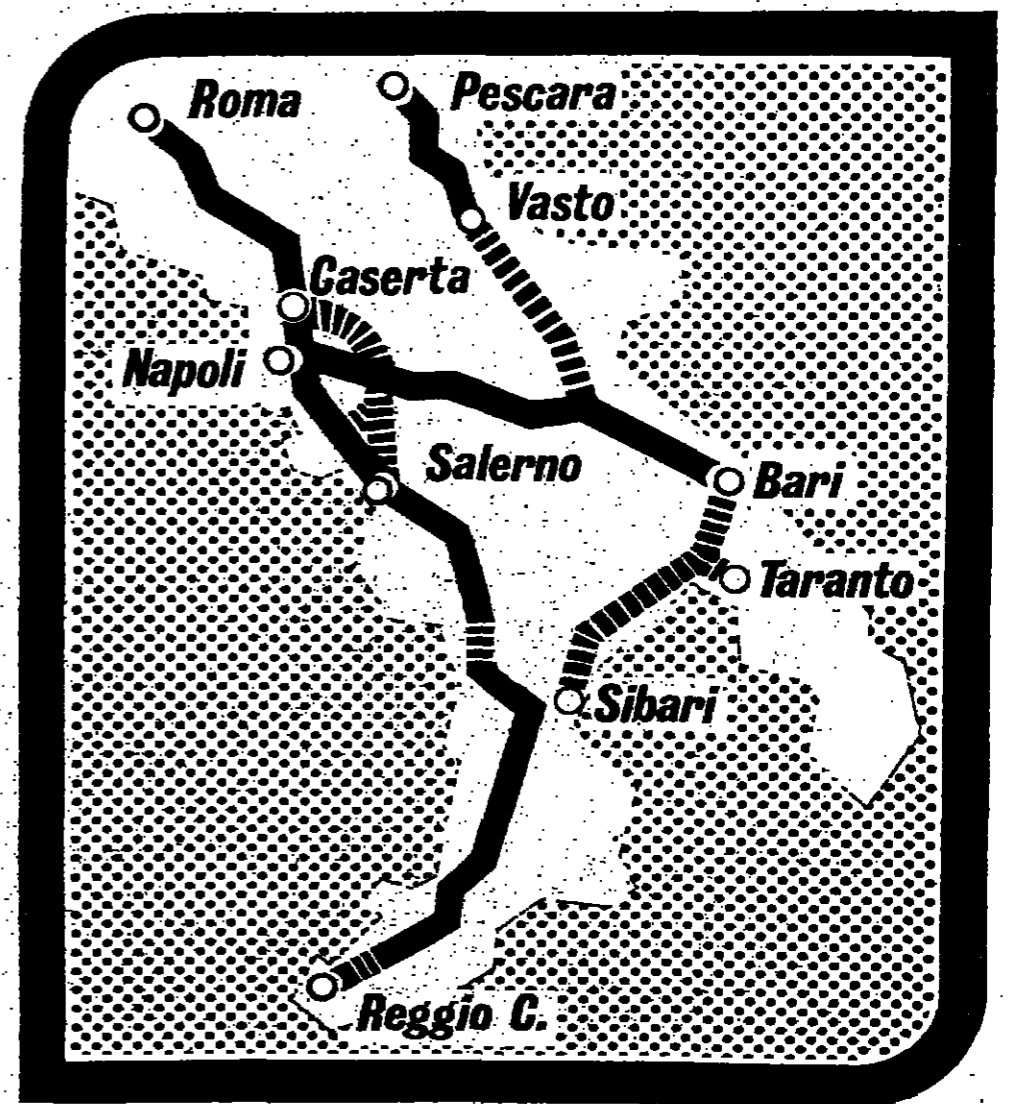
tion, and a vital one, is to offer freedom of movement to people and commerce; to break the isolation to which many areas of southern Italy had been condemned; to give the possibility of lucrative economic value to the resources of the region, which, without ready access, are not usable.

Among these resources there is tourism: a tourist undertaking, for which the Mezzogiorno is ready with untold natural wealth, would not even be conceivable without adequate means of transportation. Italy cannot continue to have 75% of its seaside resort tourism concentrated along 250 kilometers of northern beaches, by ignoring 1,500 kilometers of exquisite coastline in the South and the Islands.

Today, in order to bring tourism into the South, there exists an entire new system of Autostrades based on the Autostrada del Sole, the Adriatica, and the Autostrada of the Two Seas. The Salerno-Reggio Calabria road is also nearing completion, thereby rendering possible a comfortable and quick route from the extreme north to the extreme south of the Italian peninsula. And finally, to overcome the insufficiency of the Autostrade between Naples, Pompei and Salerno, the Soc. Autostrada has already planned a highway, Caserta-Nola-Salerno; a shortcut to the South, which will bypass Naples. This system is far from the traffic saturation point, which at certain times of the year finds so many roads backed up with lines of angry motorists.

Today tourist Italy is longer. For these tourists, the Mezzogiorno was still to be discovered; now it can be discovered with the Autostrada!

DISCOVER SOUTHERN ITALY BY MOTORWAY



autostrade spa (IRI Group)

MEZZOGIORNO

THE LARGEST INDUSTRIAL DEVELOPMENT AREA IN EUROPE



Mezzogiorno's growing up

After twenty years of government intervention and industrialization policy, the Mezzogiorno—namely the Italian peninsula south of Rome plus the islands of Sicily and Sardinia—is no longer viewed as an underdeveloped area. Its image, as well as its reality, has changed. Yet many companies operating on a worldwide scale do not consider it either as possessing all the characteristics of a developed country.

In a way, one could assimilate the Mezzogiorno's present situation to the peculiar conditions of a teenager whose voice sounds at times like a man's and at others like a child's. The overall growth achievements attained over the last two decades are indeed strikingly impressive in any respect—their consideration with regard to the GNP expansion or the steady growth of investment outlays and personal consumption.

However, by the aid of designed industrial areas where the Government's policy has directed new investments by granting higher incentives and by concentrating large and small enterprises in the country or abroad. Thus, some smaller "Mezzogiorno" were created within the Mezzogiorno itself.

Now a further jump ahead towards the 1971-1975 period is already in sight, for the region as a whole has grown to the point where it cannot remain in a state of readiness to move faster and meet successfully a decisive decade of accomplishment in its growing-up process.

Programmes and prospects

Government extraordinary intervention by which basic infrastructures and important steel and petrochemical plants were created is now facing the problem of establishing a solid network of manufacturing industries. The establishment of large and small such enterprises is clearly vital to eliminating unemployment, which is one of the major obstacles to economic development.

In its endeavours to promote manufacturing, the Government has sought also the collaboration of private enterprises and negotiate with them the sharing of industrial and commercial complexes in the South. Such negotiations involve the grant of incentives as well as of infrastructural benefits.

At the same time the Government is planning for the years 1971-1975 a massive over-all investment of state-controlled companies of the IRI, ENI and ENEL groups, for a total of 1.5 billion dollars. If one compares these figures with those of the previous five-year period (1966-1970), it may measure the size of the effort under way. In fact 85% of new investments in the industrial sector, 92% of those for chemicals, 85% for electronics and 85% for the mechanical industry will be granted by locating the greater part of the investments in new initiatives proposed by state-owned groups in the South, while in the Center and North only modernizations and improvements of their existing installations are envisaged.

Therefore, on one hand there will be further investments in steel and petrochemicals, and on the other hand in important industries. In fact, ENEL will take place as regards mechanical and other manufacturing industries.

With the enlarging of IRI's ENEL's plants, the Government is now under way with the construction of a new larger steel center in Calabria and improvements in the production of steel, steel production in the Mezzogiorno should approach 18 million tons when the steel from the Mezzogiorno will be a finished product ready to be utilized on the spot. In fact, industries without further processing taking place elsewhere in the North as it used to be.

The ALFA ROMEO automobile plant near Naples, which is to be completed within 1972, is the best known example of a host of investments planned by other companies of the IRI Group. Other projects concern also the electronic and aerospace industries. Some of these projects involve joint ventures of private and state controlled companies, as it is the case of SIDERMECCANICA, a company which will produce electronic components equipment and systems and of ALFA ROMEO, a firm which will produce advanced design aircraft.

In the field of heavy manufacturing, the decision of IRI to build a plant in the South has followed by IRI investment projects, involving not only simple assembly plants (Palermo) but also complete plants for car production (Cagliari) and for the production of other mechanical equipment, engaging the company in a diversification program in the aerospace and earth movement. The location of these new IRI plants will be in the already developed area of Bari and Brindisi where, years ago, the EEC had studied the creation of a series of mechanical industries.

Another Italian industry which is now going to expand in the South is that of electrical appliances. The market of these products, in fact, has a large expansion capacity in the South. The sales of television sets, refrigerators, washing machines, etc., are going to be in general from the higher standard of living of the population and in particular from the better housing and the spreading of such basic public utilities as water and electricity. The results of market research certainly played a major role in the investment decisions of such a leading company as INDUSTRIE (formerly IGIS) in the South. INDUSTRIE's new plant should be located in Campania.

Finally in the field of petrochemicals the recently acquired control over MONTEDISON allows the Government a better strategy for the huge new investments which are being planned for the large scale production of primary products as well as derivatives, like man-made fibres, the construction of new plants in Sicily, Sardinia and Calabria is planned by ENI and MONTEDISON.

Also ENI, a very active private group, with plants in Sardinia (Porto Torres) and Cagliari is going to realize new projects concerning synthetic fibres in Battipaglia (Salerno), plastics in Calabria, acrylic and polyester fibres in Central Sardinia (Civita Valchi) and other manufactured products near Cagliari.

A particularly meaningful feature of the above programmes is that, unlike the past, they are not limited to the coastal and more densely populated areas between Rome and Naples and between Bari and Taranto, but they concern also internal areas of the Southern mainland and the islands and are going to establish the foundations for a more widespread industrial development of the entire Mezzogiorno.

It must be noted that now, more than ever before, the projects of the leading private and state-owned companies do not stand alone and that if in the past investments did not always induce other investments there are already many hints indicating that from now on the situation

is going to change. In fact, as it was mentioned above, some of the new projects involve types of production requiring ancillary industries or factories further processing. Thus, the path laid down by large companies is being followed by a host of others whose size and production interests are most varied.

Foreign business in the Mezzogiorno

Whenever reference is made to private enterprises, it is intended to include also foreign companies, which have taken their share in the industrial development of Southern Italy.

Admittedly, in a few instances foreign ventures have not been successful. Foreign business failures and closing-downs in the South have been very much and widely publicized—

Men sites, corresponding to a large number of industrial parks distributed over 47 "Areas" and "Zones" of Industrial Development where higher incentives and infrastructures specifically geared to factories' requirements are made available.

The concentration of investments in these parks has been favoured in order to avoid the dispersion of the efforts, and to facilitate the realization of the projects. Especially now that basic general infrastructures have been brought up to a European standard, the "Cassa per il Mezzogiorno" can devote funds and shift most of the aid to the development of industrial parks so that a more direct type of infrastructural facilities is immediately available to new factories locating within these areas. Many of the most important ones have acquired special features which make them particularly suitable for specific categories of industry. For instance, the area of Bari has become a centre of engineering industry and the area immediately south of Rome includes primarily a wide range of relatively light industries

of art, ample and never jammed motorways, a cost of living below that of northern Italy and the rest of the EEC are major assets of the region.

At the same time the absence of great problems of congestion and pollution contribute to maintaining a good environment also for industry.

Tourist industry, on the other hand, is particularly favoured by the above mentioned climate and environment conditions. Beside areas where the tourist industry is traditional new ones have been selected where the development of tourist facilities is particularly encouraged. Incidentally, it must be noted that a wide range of incentives is provided also for investments in the tourist sector, for the establishment of hotels, youth hostels, restaurants, etc., and other complementary equipment; loans covering up to 70% and grants for a maximum of 10% of total investment are made available. In fact, during the last two years, Italian and foreign investments in the sec-

TWENTY YEARS OF GROWTH IN THE MEZZOGIORNO

MAIN AGGREGATES	1951	1969	Yearly growth rate 1951-69
1—POPULATION (000 units)	17,697	19,378	0.5
2—PER CAPITA NET INCOME (\$)	418	881	4.2
3—GROSS PRODUCT AT FACTOR COST (Million \$) of which:			
—Agriculture	7,549	17,640	4.8
—Industry	2,113	3,468	2.8
—Services	1,376	4,797	7.2
4—GROSS FIXED INVESTMENTS (Million \$) of which:			
—Industry	4,060	9,374	4.8
—Transport and communications	1,048	4,719	8.7
—Private domestic consumption (Million \$)	257	1,121	8.5
—Foodstuffs, beverages, and tobacco	99	496	9.4
—Clothing and footwear	5,620	16,374	5.4
—Housing	2,991	6,622	4.5
—Transport and communications	497	1,350	5.7
—Durable domestic consumption goods	828	1,709	7.2
—Hygiene and health	228	1,300	10.2
—Other consumer goods	239	785	6.8
—Other activities	316	1,149	7
6—EMPLOYMENT (000 units)	521	1,439	5.8
—Agriculture	3,679.0	1,966.3	-3.4
—Industry	1,305.5	1,829.7	1.9
—Other activities	1,566.3	2,076.0	1.8

especially so where American interests were at stake, as in the case of ALFA ROMEO, FIAT or STYREXON. Yet, in spite of the big noise which has been stirred up about such failures, it cannot be denied that they add up to a tiny minority of the total number of foreign firms doing business in the Mezzogiorno and to a fraction of the capital and entrepreneurial resources devoted by them to this purpose.

On the whole, some 200 foreign firms—of which about one half Americans—are operating in the Mezzogiorno's manufacturing industry, whether through wholly-owned subsidiaries or by means of joint-ventures with Italian partners. Interestingly enough, among the latter quite a few have been formed with Italian state-owned enterprises, for instance, the case of ANIMOTO, FIRESTONE, LIBBEY, OWENS, MASSEY FERRODUN, JAEGER, METALWORKS, CIFA, F.T. WESTINGHOUSE, just to mention some of the foreign companies which had concluded joint-ventures with the IRI group.

Industries where the influx of foreign initiatives has proven to be comparatively most stable are those of pharmaceuticals, electrical, photographic supplies, flat glass, household appliances and greenhouses. At any rate, the above mentioned sectors are but a few within the wide and varied range of manufacturing activities which foreign firms operating in Southern Italy are spreading over. The recent inflow of foreign firms is the expansion also underway of foreign-controlled manufacturing facilities—CIBA, GENERAL CARLE, COOYER, HENKEL, HENSBERGER, IRI, KLOPPAN, VILLEROY & BOCH, WALWORTH, to mention just a few—has a very real sign that the scope for investment opportunities to be seized upon by the Mezzogiorno is far from being exhausted.

Reasons for a choice

It would be beyond the scope of this exposé to enumerate and appraise the whole range of factors which have led to the success of the Mezzogiorno, and which are actually occurring, and will again occur, in the view of many a connoisseur of the Mezzogiorno, the most suitable location for initiating, expanding or diversifying industrial activities within the EEC.

Nevertheless, it seems possible and worthwhile attempting to touch upon some of the major elements which must have been taken into account, and anyway should be given consideration by industrialists choosing to locate in Southern Italy.

● A lasting and coordinated Government intervention. This is pledged in fact to reach within a close balance between economic conditions in the Mezzogiorno and those in the rest of the country by means of extraordinary investment programmes administered by one special agency, the "Cassa per il Mezzogiorno" (happily Fund for the South). Now these programmes are going to be reshaped and re-launched on a new basis which will take into account the "Regions" which have come into existence with last June's elections. The Minister of the Budget, Mr. A. Giolitti, has announced recently an investment programme for the South amounting to 72 billion dollars, which should create one million new jobs in ten years outside the agricultural sector and permit a 7.5% annual growth rate in the South's GNP, against a 5% growth rate for the Italian GNP.

● A favourable geographic position in the heart of the Mediterranean (130 million people) and within the EEC (118 million people), being progressively enhanced as a consequence of the rapid improvement of transport and communications infrastructures.

● In effect, the Italian motorway system has reached the Southern European area and ports have been, or are being, enlarged and built anew, telephone automatic connection is extended to the entire national territory and will soon reach out the whole of the EEC. Already as of now it takes not more than five to six days for a road freight to reach Northern Europe from the Mezzogiorno and four to five days to reach closer destinations such as Munich and Barcelona, while consularization is well under way both on rail and sea transport.

● A wide and varied host of loca-

tor for consumer goods and building trade accessories.

● A rapidly expanding local market of 20 million people which constitutes a sound basis for the conquest of larger national and international markets of both consumer goods and intermediate industrial products needed for the very industrialization process underway.

The average income in the South, between 1961 and 1968, has more than doubled, and it is close to \$800; on the other hand, gross fixed investment spending has increased, coming at a level of almost \$5,000 million a year, thus including an important share of total investment for plant, machinery and equipment in Italy. Yet, in spite of the progress, the Mezzogiorno still remains for expansion before Italian or European levels are reached. Average per capita income in the Mezzogiorno, in fact, is still only about three quarters of the national average and considerably below the rest of the EEC. It is even lower.

● A large labour supply which now compares most favourably and will do so even more in the future with other EEC countries. On the basis of an OECD forecast it can be estimated that up to 1985 almost one-third of the EEC additional labour supply will originate from the Mezzogiorno, and only in Italy will the number of labour shortage will not be faced. Even at present many industries in Northern Italy and in other European countries make an extensive use of Mezzogiorno's labour. In fact, the Mezzogiorno's labour force is 400,000 thousand in West Germany; 200 thousand in Belgium; 100,000 thousand in Switzerland; 100,000 thousand in Great Britain. During the next ten years, moreover, within the EEC, an entrepreneur is going to be able to count, for his individual industrial venture, on an additional labour supply of about 3 million people, without having to face the problems of social integration or repatriation which are necessarily imported with foreign labour.

No wonder why foreign companies, often departing from a well and old-established tradition, begin to draw directly from the major source of manpower, by locating their new plants in the Mezzogiorno. On the other hand, a recent inquiry among some of the most important companies having plants both in Northern and in Southern Italy has revealed that southern labour is as equal, and sometimes even higher, productivity as compared to that in the rest of the country, while still costing less.

● Favourable living conditions. From many points of view the Mezzogiorno is a pleasant place to live: sun and sea, outdoor activities all the year around, the treasures

of tourism have shown a substantial upsurge.

● A generous and complete package of incentives, including a major item, a ten-year corporate income tax exemption, long-term loans at low rate of interest covering up to 80% of total investment costs, and cash grants up to 30% of the same. Further, Sicily and Sardinia provide special incentives over and above those granted on the mainland.

Though in other European development areas more liberal incentives are granted with regard to some specific features, it must be recognized that, as a whole, the incentive conditions provided over and over in Southern Italy are unmatched in the EEC.

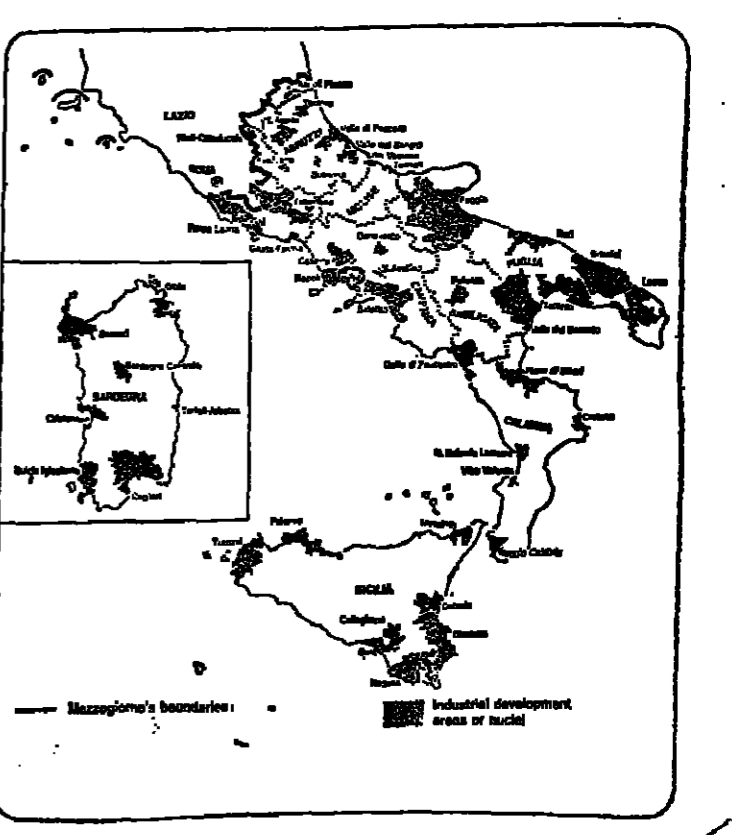
Further, foreign businessmen are entitled on a fully equal footing as domestic investors with regard to the incentive package. In particular, they can obtain valuable assistance from a special non-profit organization, IASM, which can help them, on a free and confidential basis, to obtain relevant market and site information, to get in touch with the relevant government authorities for the incentive administration (such as the already mentioned SIDERMECCANICA, ENI, ENEL, etc.), to participate in organizations, central bodies, and other institutions, to apply for and meet prescribed formalities—in general, that is, to set in a minimum of red tape.

Summing up

To conclude, on many and different accounts it seems reasonable to maintain that the Mezzogiorno presents itself as an emerging land of industry's future in Europe. As the widest European development area, it surely has posed, and still somehow poses, a formidable challenge to government and business alike—but, as government planners and far-sighted businessmen well recognize, it offers the best nurturing ground of profitable opportunities.

For, to quote a report (The Mezzogiorno: Investment Prospects for the Seventies) recently prepared by the ECONOMIC INTELLIGENCE UNIT: "There is a great number of excellent reasons for investing in the Mezzogiorno. (...) While the advantages on offer may not necessarily coincide with the requirements of all investors, the advantages will be compelling enough for most. There is no denying that all potential investors should give the Mezzogiorno the most serious consideration when deciding on plant location. The combination of advantages is unparalleled in Europe and too important to be ignored."

THE MEZZOGIORNO AND ITS REGIONS



There are no flies on this worker... and there are plenty like him, down in the Mezzogiorno, where sizable factories have been - and still are - going up.

Recognize the names?

AERITALIA, ALFA ROMEO, EATON YALE & TOWNE, ENI, FIAT, HENSENBERGER, ITALSIDER, KLOPPAN, MONTEDISON, NESTLÉ, OLIVETTI, SQUIBB, TEXAS INSTRUMENTS, VILLEROY & BOCH...

Here's where labour's more plentiful, and environmental, economic and production conditions are best.

Here's where the Italian government has created efficient infrastructures - ports, airports, motorways.

Here's the meeting place of the sea and air routes from the Common Market; Eastern Europe and the Third World.

And an organization you can count on for your investments: let IASM act as your agent and adviser.

Write to IASM, and they'll tell you about the conditions you'll be working in, the easy-term loans you can get and the financial contributions the Cassa per il Mezzogiorno makes to new investments;

they will explain the tax benefits you're eligible for, and steer you safely through the red tape.

IASM is an organization offering free services to entrepreneurs. Invest in what's new, invest in the Mezzogiorno. The emerging land of industry's future in Europe. Keep in the picture - get all the information from

* IASM

Institute for Assistance in the Development of Southern Italy
Viale Pilsudski 124 - 00197 ROME, Tel. 805241



* IASM, a non-profit organization connected to the CASSA PER IL MEZZOGIORNO

PEANUTS

DEANETS
A. Repairs have Washington, Texas Washington was a great mine

He probably had some faults, but if he did, I don't know what they were

Which is just as well.

B.C.

I'M LEAVING YOU FOR SHIRLEY, ZELDA!

WHY YOU UNGRATEFUL CREEP!

I'VE GIVEN YOU THE BEST YEARS OF MY LIFE!...WHAT CAN SHIRLEY OFFER YOU?

THE BEST YEARS OF MY LIFE!

L.I.E. ABENNER

WAL ONE THING'S SHORE? L'I ONE-FAULT'S ONE FAULT HAIN'T THAT SHE

-BREAKS UP MARRIAGES WIF HER MADDENIN' FIGGER!

IT'S EVEN LESS MADDENIN' THAN YORN, DEAR--

IS THAR AN ABLE-BODIED MAN IN TH' HOUSE?

THAR--FOANNE-- WAS, UP TO A MINUTE AGO?

BEETLE BAILEY

BEETLE, THIS TIME YOU'RE GONNA GET IT LIKE NEVER BEFORE!!

GARGE, THERE ISN'T ANYTHING YOU CAN DO TO ME THAT I CAN'T TAKE!

OOOH! THAT HURT

MISS PEACH

KELLY SCHOOL HUMAN RELATIONS FORUM MARCIA MASON, Speaker

-AND SO, WHEN THE WORLD KICKS YOU IN THE TEETH, EVERYTHING GOES WRONG, AND LIFE PUTS YOU DOWN, ALWAYS REMEMBER...

-SOME DAY, SOMEHOW, SOMEONE WILL COME ALONG WHO YOU CAN TAKE IT OUT ON...

BUZZ SAWYER

JIMMY HAS DRENK RETURNED TO THE HOTEL?

ABOUT 10 MINUTES AGO, HE SWIMMED WITH A BIG BOX OF CHRYSANTHEMUMS.

HOW DO YOU KNOW THEY WERE CHRYSANTHEMUMS?

I SAW 'EM! HE GAVE 'EM TO JANE ELLEN.

THAT'S REALLY STRANGE! I'D BET ANY LIFE THAT BOX DIDN'T CONTAIN FLOWERS.

ZOY IS SHE HAPPY!

WIZARD OF ID

WOULD YOU CARE TO PURCHASE YOUR FLAT ON A FRESHLY-CURED BARGAIN?

NOW OLD ARE YOU?

I'M NINETY EIGHT.

JUST THE HOLE IN THE GROUND WILL SUFFICE.

REX MORGAN M.D.

AS DR. BRUCE ADAM AND THE NEURO-SURGEON QUESTION THE CHILD'S MOTHER, SHE BECOMES UN EASY AND VAGUE IN HER ANSWERS!

YOU HAVE ANOTHER SON, ALAN BROWN? OUR RECORDS SHOW THAT HE WAS HERE IN EMERGENCY SIX MONTHS AGO WITH A FRACTURED WRIST!

AT THAT TIME YOU CLAIMED HE HAD FALLEN DOWN SOME STAIRS! DID YOU SEE THAT ACCIDENT?

WHAT'S THAT WITH TIMMY?

WHAT DR. ADAM IS TRYING TO TELL YOU, MRS. BROWN, IS THAT AS PHYSICIANS WE'RE REQUIRED TO REPORT THESE ACCIDENTS OF CHILDREN! WHEN WILL YOUR HUSBAND RETURN FROM HIS BUSINESS TRIP?

POCO

I BELIEVE YOU'RE INCORRECT WHEN YOU SAY BEANS IS THE HIGHEST FLYING.

WHYNOT WANT RANNY.

DO YOU THINK I'D TELL AN UNTRUTH ON A DAY LIKE THIS ONE?

I'M NOT TAKEN TO YOU!

I THINK I WAS A FISH FAMILY THE DISGRACE.

RIP KIRBY

HERE COMES THE GENTLE DARLING! HOW TENDERLY SHE CRADLES THOSE FLOWERS!

DESMOND'S MOMENT OF TRUTH LOOKS...

I HOPE THIS WORKS! IT WILL IF ANY MAN GETS HIS FOOT ON THAT TRAIN...

AND KIRBY'S COUNTERPLOT BEGINS...

RRRRIP!

BLONDIE

I ATTENDED MY WOMEN'S LIBERATION MEETING TODAY

WE GIRLS DECIDED TO HAVE OUR HUSBANDS COOK DINNER TONIGHT

CALL ME WHEN IT'S READY, DEAR

I'LL SURE BE GLAD WHEN THIS THING BLOWS OVER

BRIDGE By Alan Truscott

A point most novice players would overlook is illustrated by the diagrammed deal, reported by the English writer G.O.H. Fox. North-South reached an optimistic game contract in no-trump largely because North responded two clubs to one diamond. He was no doubt hoping to stop in three clubs, but South not unreasonably persevered to three no-trump.

WEST: ♠ 38642, ♥ 653, ♦ Q7, ♣ K84

EAST: ♠ 75, ♥ KJ109, ♦ K842, ♣ A63

SOUTH (D): ♠ KQ3, ♥ AQ74, ♦ AJ986, ♣ 7

West led the spade four.

Solution to Friday's Puzzle

BOMB	SABER	JAMB
AGAR	ILARIA	ELIA
ARRIA	EASER	FALL
SIANCE	ERETISM	
CRIVE	VIER	
ELIGHTEN	GEORGE	
NIGHT	RIE	SHIRAZ
IRIAS	BLISES	HOLE
TIR	PAEIAN	GANTU
SALIARY	NEARNESS	
BISS	SIVER	
GOURMETIS	EDITOR	
ATTO	ROPS	BUMT
SIOP	ROAST	ARMS
PIORT	YIPRES	LEET

DENNIS THE MENACE

THIS IS THE OL' BLOCK I'M A CHIP OFF OF.

JUMBLE - that scrambled word game

Unscramble these four Jumbles, one letter to each square, to form four ordinary words.

DAHYN

CUMSI

ROUVED

TAIGEY

Print the SURPRISE ANSWER here

IF NOT PERMITTED TO GIRIKE THEY WON'T WORK.

Now arrange the circled letters to form the surprise answer, as suggested by the above cartoon.

BOOKS

STILWELL AND THE AMERICAN EXPERIENCE IN CHINA

By Barbara W. Tuchman. Illustrated. Macmillan, \$21.95. 312 pp.

Reviewed by Christopher Lehmann-Haupt

DESPITE certain large obstacles—chief among them that biography and history don't always mix and that the drama here unfolded is one compounded of frustrations, misunderstandings, abortive actions and ultimate tragedy—despite all this, Barbara W. Tuchman's "Stilwell and the American Experience in China, 1911-45" is an impressive book. It is a return from the falling off of her last book, "The Proud Tower," to the high level of "The Guns of August," and fully deserves the wide audience it will doubtless win.

It seems to me to display Mrs. Tuchman's strongest talent as a chronicler of great events, which is not so much to write vivid prose or to baton on the colorful detail—as she is often credited somewhat misleadingly with doing—but rather to organize her material coherently, to trace bright narrative threads without sacrificing complexities. It is popular history that doesn't conceal this wide beyond.

What she has done here is quite simply to read a biography of Gen. Joseph W. Stilwell onto a history of modern China because, as she explains in her foreword, Stilwell "combined a career focused on China with background and character that were quintessentially American; because his connection with China spanned the period she assigned the present from the dramatic opening moment of 1911, year of revolution, to 1944, decisive year in the decline of the Nationalist government; because his service in the intervening years was a prism of the times—as language officer from 1920 to 1922 in the time of the warlords, as officer of the 14th Infantry in Hainan from 1922 to 1929 at the time of the rise to power of Chiang Kai-shek, as military attaché from 1935 to 1939 at the time of Japanese invasion, lastly as theater commander in World War II, because in the final and critical years of this period he was the "most important figure in the Sino-American relationship." So the conclusion, simply to tell Stilwell's story is to focus on a key point in that relationship. And she is unquestionably right.

There are other advantages as well. "Vinegar Joe" Stilwell was a complex and interesting man—a brilliant field commander, greatly admired by his military associates and subordinate (one of the few men that George C. Marshall addressed by his first name); bluntly outspoken, which worked to his advantage in the American press but disastrously to his disadvantage in matters of diplomacy; a man whose humility amounted almost to awe; and a peculiar blend of military courage and social timidity. Mrs. Tuchman's gradual unfolding of the character is a drama in itself. And she has been the first

Best Sellers

The New York Times

An analysis based on reports from more than 125 bookstores in 64 U.S. cities. Figures in right-hand column do not necessarily represent consecutive weeks on the list.

This Week	Last Week	Weeks on List
FICTION		
1	1	12
2	2	12
3	3	12
4	4	12
5	5	12
6	6	12
7	7	12
8	8	12
9	9	12
10	10	12
GENERAL		
1	1	12
2	2	12
3	3	12
4	4	12
5	5	12
6	6	12
7	7	12
8	8	12
9	9	12
10	10	12

CROSSWORD By Will Went

- | | | |
|----------------------------------|-----------------------------|-----------------------------|
| ACROSS | 47 Edsel, for one | 13 Harle |
| 1 Academic lowly | 49 Food fish | 18 Certain poetry |
| 6 Paper caps | 50 -- relief | 23 Elec. unit |
| 11 Air org. | 53 Mary Todd's husband | 24 Edge |
| 14 Capote's contemporary | 54 Self-reliant | 25 Missile sites |
| 15 Spenser flower | 55 Deaf's partner | 26 Berlin sight |
| 16 Part of E.L.M.S. | 59 Francis, in France | 27 River of China |
| 17 Mercurochrome and others | 60 Like an egg | 28 Castle or Dunas |
| 18 Common verb | 61 Firm up | 29 Resort near tip of I.L. |
| 19 Food | 62 Epic writer | 30 Epsom Downs event |
| 21 German admiral | 63 Multiplication | 31 Frosts |
| 22 Mystic cards | DOWN | 32 Strudel component |
| 24 Spanish uncles | 1 Banner | 34 Marx and other |
| 25 Goya's relative | 2 "Carpetbaggers" name | 37 Viking |
| 27 Crowns | 3 Choices | 38 Conjunction |
| 30 Jews living outside Palestine | 4 Specialized strip of wood | 40 Like the market at times |
| 32 -- arm | 5 Mercenary | 41 Jesus' words to widow |
| 34 Gene or Grace | 6 Wine pitchers | 43 Exclamation |
| 35 Walter's concern | 7 Formal act | 44 Frank animal |
| 36 Bore | 8 Baba | 47 Young ones |
| 37 Seasonal song | 9 Fond du -- | 48 Instrument |
| 38 Weather abbr. | 10 Overpowering emotion | 49 Give in |
| 39 Noun suffix | 11 Ben Hur, for instance | 50 Radiata |
| 40 Hook features | 12 Prefix for gram or naut | 51 Stake |
| 41 Cheese shape | | 52 Jean d'Arc et |
| 42 Scamilly | | 55 Recent Prefix |
| 44 Frame for candles | | 56 Kind of wit |
| 45 Approaches | | 57 Roman 506 |
| 46 French port | | |

Print the SURPRISE ANSWER here (Answers tomorrow)

Yesterday's Jumble: NEWLY BRATE STRONG CLIENT

Answer: Where foreign mental patients might go--TO AN "ALIEN-IST"

Handwritten scribble at the bottom of the page.

O'Brien Does Fastest 2-Mile

Ryun Runs 3:56.4 Mile to Equal Indoor Record

Diego, Feb. 21 (AP)—An American runner... O'Brien of Australia...

1970 season and ran only one other race this year... Ryun trailed in third most of the way...

Young of Casa Grande, Ariz. The fastest time ever recorded outdoors was 3:19.8 by Australian Ron Clarke in 1967...

Ruden Sets Mark of 1,000; Liquori 1st

YORK, Feb. 21 (NYT)—Ruden celebrated his 100th birthday with a world indoor... Liquori's time, 3:44.2, was one of six meet records set...

Two more foreign athletes, Renato Dionisi of Italy and Kjell Isaksson of Sweden, again demonstrated that the United States could lose its Olympic grip...

Ryun, however, said his real interest was in outdoor competition and he added, "If I run well indoors, fine; if I don't, fine. It's the outdoors I'm aiming for."



TAPE PARADE—Australian Kerry O'Brien hits the tape as he runs fastest two miles ever with an 8:19.2 clocking in the San Diego Indoor Games Friday night.

Laver Makes Emerson His 11th Straight Victim

NEW HAVEN, Conn., Feb. 21 (NYT)—And then there were none. Just as the ten little Indians of the nursery rhyme were cut down to none, Rod Laver Friday night by defeating Roy Emerson, 6-3, 5-7, 6-3, 3-6, 6-3, in the 3310-000 Tennis Champions Classic at the New Haven Arena.

The \$10,000 that Laver earned gave him a total of \$110,000 for the season... Laver qualified for the semifinals, and a victory in that phase of the tournament would give him another \$15,000, not to mention a \$55,000 prize for a victory in the final.

Richey Loses Indoor Final To Graehner

SALISBURY, Md., Feb. 21 (WP)—Clark Graehner fought off two match points in the fourth set in a 2-6, 7-6, 1-6, 7-6, 6-0 victory over Cliff Richey for the U.S. indoor open tennis championship today.

Richey had another overhead down the middle. Graehner returned it with a smashing forehand. Richey at the net countered with a backhand volley that dropped wide.

Italy's 2-1 Loss To Spain Starts Orange Throwing

CAGLIARI, Italy, Feb. 21 (AP)—Italian soccer fans booed their own national team—the 1970 World Cup finalist—and pelted manager Ferruccio Valcareggi with oranges yesterday after Spain edged Italy, 2-1, for the first home defeat for Italy in a decade.

Valcareggi came under a barrage of oranges for excluding all players of Cagliari, defending Italian champion, from the national squad.

The Spanish team scored on goals by Pirri at the 35th minute and Urtiaga five minutes later. Italy scored ten minutes from the end on a boot by De Sisti, after wasting numerous opportunities.

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Friday, Saturday College Basketball

FRIDAY: Alabama A. & M. at Port Valley St. 72; Arkansas A.M. & N. at Hendrix St. 72; Baylor at Trinity 77; Boston College at Boston St. 61; Carleton 75, Beloit 61; Clark St. at Bates 70; Mercer at DePauw 72; Colorado St. at Utah St. 62; Columbia at Brown 55; Cornell at Cornell 72; David Lipscomb at Centre 67; Geneva at Wayneburg 73; Georgia St. at Memphis Southwestern 68; Grove City St. at Susquehanna 73; Guilford at High Point 65; Howard at Middlebury 72; CW Post 69, Harding 72; Robert 105, Hamilton 70; Rustington (Ind.) at Marion 70; Tennessee at Alabama, 88-87; Notre Dame took West Virginia, 107-86, behind Austin Carr's 47 points; Michigan overcame Minnesota, 108-90; Fordham edged Rutgers, 67-64; Louisville beat Wichita State in overtime, 88-87; and Ohio State tripped Northwestern, 84-72. John Mengert of Auburn was the highest scorer of the night with 48 points in a 96-94 victory over Vanderbilt. The nation's No. 1 scorer, Johnny Neumann of Mississippi, slipped to 31 as the Rebels beat Georgia, 76-72.

Michigan 108, Minnesota 80; Michigan St. 97, Wisconsin 78; Mississippi 76, Georgia 72; Nebraska 82, Iowa 68; North Carolina 82, Duke 68; Oklahoma 82, Penn St. 65; Oklahoma St. 82, Kansas 68; Penn State 82, Ohio State 68; South Carolina 82, Clemson 68; Tennessee 82, Alabama 88; Texas 82, Texas Tech 68; Virginia 82, Wake Forest 68; West Virginia 82, Kentucky 68; Wisconsin 82, Michigan 108; Wyoming 82, Utah 68.

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Italian, Miss Jacot Take Giants Thoeni Increases Cup Lead

KINGFIELD, Maine, Feb. 21 (AP)—Italy's Gustavo Thoeni won the giant slalom today at Sugarloaf Mountain and widened his lead in the World Cup ski standings. Thoeni, 18, who finished third in the cup standings last year during his first season of international competition, won the first giant slalom heat in the morning and finished second in the afternoon run for a combined time of 2:37.59.

Yesterday, France's Michele Jacot moved a little closer to Austria's Anne-Marie Froelich in the women's cup standings by scoring a sparkling victory in the giant slalom. Miss Froelich finished second.

The 19-year-old French brunette, who still has a chance to retain the cup, sped through a large-faked snowstorm to beat her stocky Austrian rival, Rosa Mittermaier of West Germany who was third. In winning in one minute 37.26 seconds, Miss Jacot demonstrated she is determined to keep after Miss Froelich, the present World Cup leader. The victory was worth 25 points and gave the French girl a total of 158 points. Miss Froelich added 16 points for a total of 177.

Yves Kermarrec, 21, put on another strong showing, finishing five, six and seven. Marilyn Cochran, timed in 1:38.09, was followed by Sandra Poulson, Olympic Valley, Calif., 1:38.64 and Karen Budge, Jackson Hole, Wyoming (1:38.77).

The ladies now have five World Cup races remaining, four of which will be giant slaloms. Under the cup scoring system, Miss Jacot can gain a maximum of 24 more points in giant slalom. Miss Froelich can gain 29. Either girl can gain 14 points if she wins the one remaining slalom race. There are no more downhill races.

Yves Kermarrec provided a major unexpected development; the first run in the men's World Cup event of the Tall Timber classic giant slalom had to be postponed until today because of a fire in a trailer in which most of the Swiss had stored their skis.

The fire started when a propane gas tank in the trailer exploded. The officials immediately rescheduled the race.

WOMEN'S CUP STANDINGS: 1. Anne-Marie Froelich, Austria 177; 2. Michele Jacot, France 158; 3. Isabelle Mir, France 110; 4. Wilfried Drexel, Aust. 108; 5. Patricia Macchi, France 107; 6. Jacqueline Bouvier, France 97; 7. Brit Lafforgue, France 92; 8. Nancy Cochran, Richmond, Va. 89; 9. Florence Steurer, France 61; 10. Gertrud Gah, Aust. 59; 11. Rosa Mittermaier, Ger. 58; 12. Barbara Cochran, Richmond, Va. 25.

WOMEN'S GIANT SLALOM: 1. Michele Jacot, France 1:37.26; 2. Anne-Marie Froelich, Aust. 1:37.80; 3. Rosa Mittermaier, Ger. 1:38.09; 4. Jacqueline Bouvier, France 1:38.09; 5. Patricia Macchi, France 1:38.10; 6. Sandra Poulson, Olympic Valley 1:38.64; 7. Karen Budge, Jack Hole, Wyo. 1:38.77; 8. Marilyn Cochran, Richmond, Va. 1:38.77; 9. Brit Lafforgue, France 1:39.10; 10. Patricia Macchi, France 1:39.28.

E. W. Germans Sprint Champs In Speedskating

INZEL, Germany, Feb. 21 (AP)—Erhard Keller of West Germany won the 1,000-meter sprint in the world's sprint speedskating championships today as America's Anne Henning and Ludmila Titova of the Soviet Union established world records in the 500 and 1,000-meter races.

Keller, 26, and an Olympic gold medalist, turned in a pressure performance today by winning the 500-meter and then coming back for a second-place finish in the 1,000 to nip Sweden's Ove Koenig for the men's combined championship.

Kelly, 26 and an Olympic gold and Koenig 195.51. Koenig, starting earlier, had turned in a 1:20.9 in the 1,000 and Keller needed a 1:20.6 to win. He flashed over the finish line in 1:20.6 as the ringing cheers of a crowd of more than 5,000.

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Observer

Digital Fatalism

By Russell Baker

WASHINGTON.—There is a certain kind of day during which you close a heavy drawer on your finger. It is possible to recognize this day almost immediately after rising. It often begins with the discovery that there is no toothpaste.



Baker

If there is toothpaste, your toothbrush may fly out of your hand and disappear down the bathtub drain. Reaching for it, you crack your head on the hot-water faucet and, staggering about in pain, knock a glass to the floor. It shatters.

At this moment it is obvious that this is that unspeakable day during which a drawer will be closed brutally on a finger. Nothing can be done to avoid it.

To compound the agony of waiting for the moment of agony, there is the infuriating tendency of the general public to laugh about your plight. If, reaching out for sympathy, you confide to someone—"I'm going to have a finger mashed in a drawer before the day is out"—the first response will be skepticism.

"How can you possibly know?" "Oh, it always happens the same way. When I get up in the morning the toothpaste is gone, or sometimes I drop my toothbrush in my bathtub. Then I just miss my regular bus. The

bus I finally get has a breakdown. I hail a cab and get in, then discover that I've left my wallet at home. Later I have my thumb mashed in a heavy drawer."

*** The recital is listened to with a brooding smile. The auditor, whose day is probably going swimmingly, may murmur something such as, "You're just having one of those days," but his smile reflects the true state of his mind.

"One of those days." What a callous way to put it. On such days we are too well aware of all the opportunities for disaster that have been designed into these ridiculous human bodies in which we walk around.

On such days, looking at fingers, we see with terrible clarity that it is inevitable that such things appended in such careless fashion to this long appendage so thoughtlessly attached to the shoulder will be trapped, and most painfully, in closing drawers.

The world thinks there is something funny about people who are embroiled in "one of those days." A movie called "The Out-Towners" was made recently about a married couple whose trip to New York turned into "one of those days." The producers obviously thought it was comedy, for they cast Jack Lemmon in the lead.

The audience in the theater where I saw it accepted the producers' assumption and laughed agreeably, though the film was, in fact, a nightmare view of modern city life relieved by a ray of humor.

One left the theater utterly depressed about urban life and about the heartlessness of audiences who could laugh away two fellow humans caught in a collapsing world with the rationalization that they were merely having "one of those days."

On this day when your finger is crushed in a closing drawer, there comes a time just before the terrible moment when it never fails—the typewriter ribbon breaks and has to be replaced, as in fact has just occurred to this very typewriter ribbon. Now, we will need a new ribbon. Where did we put those typewriter ribbons? Ah yes, right here in this large, hard-to-open, heavy drawer...

...And a Generous Dash of Holy Terror

HAMBURG.—"No," Richard Brooks is bellowing. He bellows even better than his assistant, an alumnus of the Afrika Korps. "No, no, no, BEFORE!" This might well be his motto.

Mr. Brooks, a distinguished writer-director whose words should be recorded exclusively in capital letters and exclamation points, is part football coach, part holy terror. "He scares a lot of people to death, until they see the flick," says his wife, the actress Jean Simmons, who has just flown in from Los Angeles and is drinking a can of beer on the assumption that it is midnight rather than 9 a.m. on a gray and snowy morning in the Hansaepic port of Hamburg.

A rapid and unlagging worker whose films come in under schedule and under budget, Mr. Brooks hates the tedium of film studios and has filmed in locations from Cambodia ("Lord Jim") to Kansas ("In Cold Blood"). Stocky and powerfully built, with close-cropped gray hair, he dresses in an all-purple unseasonal outfit of billowing short-sleeved cotton shirt, faded blue cotton slacks and hiking boots. A green towel dangles from his left hip pocket.

"He had that same towel in Cambodia," says Jean Simmons, in happy recollection. "It's amazing about Richard. You pick him up and put him down anywhere in the world, and he's the same."

Museum Trade

Mr. Brooks' film "3" (pronounced dollars) stars Goldie Hawn, Warren Beatty and Geri Frobe and will be made entirely in Hamburg where every sort of commodity is available from the Hamburger Museum to the lumpy Kuntshaus museum which, in return for two art works (a painting by David Hockney and a sculptural object by J. Angeles artist Robert Graham), has "an entire wing at Mr. Brooks' disposal."

Offices, dressing rooms and a cutting room have been installed. The ground floor of the wing has been made into a bank, complete with cashiers' cages, executive desks, closed circuit TV and huge photographs of affiliate banks. The basement has become a marvelous authentic bank vault. "What is this picture about?" asks Mr. Brooks, who refuses to give out synopses. "It's about money!" "First of all, this is some bank, right? This isn't just a bank, it's a cathedral, it's the Sistine Chapel. The Sistine Chapel has its Michelangelos, we have them too. By Kodak." His eye wanders over the photographs of other imposing institutions. "Look at them—bank, bank, bank. Look at those pillars, that bank. This picture is about money. Banks don't care whose money it is. There's



Richard Brooks

no such thing as dirty money—only the poor talk about dirty money—it all gets laundered here. All money is sweet. This is a cathedral where every soul can be saved, and from every soul more little souls will come.

Mary Blume

"You might think from what I've been saying," he says, leading the way back from the vaults, "that this is a solemn treatise on money. It's just a suspense picture. I hope it will be fun."

Mr. Brooks, a Philadelphian who was a radio news commentator, marine and novelist before going to Hollywood, is in an unusually independent position for an American film-maker. He refuses to show anyone his dailies, will not allow one frame to be cut by anyone else (he turned down a vast sum for the TV rights of "In Cold Blood" because the hanging scenes would have been cut and he does not let his actors see the script, preferring to give them just the next day's lines each evening. When Miss Simmons had a birthday during the filming of "The Happy Ending," in which she starred, the publicity man gave her a gorgeously wrapped package in which there was a fine folder printed "Script

for Jean Simmons." Inside were 160 blank pages.

Richard Brooks finds that not giving out the script not only works for him as a director but also protects him as a writer. When people get into a picture, they want to change the story to suit their personalities, he says. If they don't know the story, clearly they can't change it.

"It's very difficult to be a cameraman, a gaffer, a key grip, an editor," he says. "I'd like to be a writer. You just buy a pencil for six cents and you're a writer—chauffeurs, psychiatrists, just they're all writers."

"You're free in your work as long as you make money. When you don't, then the wives and chauffeurs come in with their pencils. When you make money, they think you have the key."

Privilege of Failure

"If a young man's first picture makes money, they give him everything he wants. If he fails, they take it away. Both are wrong. The privilege of failure has been taken away in America. All they want is success, success, one after the other. And what is continual success? Mediocrity!"

Mr. Brooks isn't one to complain about financial pressures, reasoning that all artists are subject to them. "I'm not comparing myself with Mozart or Beethoven but they'd get an order saying, please write a quartet for our party next week. Don't make it too loud because we're having funny people. And do it in all 32 minutes because we want to play it between dessert and coffee. I'm not Mozart, but every artist has restrictions."

Back on the set, Mr. Brooks routinely bellowed: "What the hell's going on here? Then he settles into creating the atmosphere of swift-moving concentration that works so well for him. He takes the lunch break—"They come back with glassed eyes and all momentum's lost"—and refuses to stop work himself.

Very little escapes his eye. While he is working out a scene with Mr. Frobe, a charming man who does a marvelous impersonation of a German traffic cop under Hitler and under the American occupation, a German TV crew tries to film Miss Simmons at the site on the sidelines, fighting a losing battle against jet lag.

"Tell them about your flight over," Mr. Brooks suggests sweetly. "Tell them about the earthquake." Nothing. "There was a young man from Midsra/Whose things were constructed of glass," Mr. Brooks gently intones. Miss Simmons starts to laugh, and the TV cameras whirl. It's a take.

Mardi Gras Fun Reigns in Rio

RIO DE JANEIRO, Feb. 23 (AP)—King Momo seized power yesterday and decreed that only fun shall reign for the next four days—carnival time in Rio. The order was greeted with thumping samba drums and shuffling feet in the streets, ballrooms and bars throughout this city of 4 1/2 million squeezed between the mountains and the sea. It all ends in the wee hours of Wednesday, the first day of the religious season of Lent.

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